Initial Study

Hidden Grove (Jerry Cirino) Project

Nevada County, California

To:

CEO – Alison Lehman	NID – Tricia Panock & Joanne Phillips
Assistant CEO – Patrick Eidman	Northern Sierra Air Quality Management Dist.
Clerk of the Board	Ophir Hill Fire Protection District
Supervisor Swarthout – District 3	Fire Protection Planner – Dan Collins
Commissioner McAteer – District 3	Native American Heritage Commission
CDA Director – Trisha Tillotson	Colfax-Todds Valley Consolidated Tribe
County Counsel – Sims Ely & Doug Johnson	Nevada City Rancheria Nisenan Tribe
Planning Director	Shingle Springs Band of Miwok Indians
Assessor – Rolf Kleinhans	T'si Akim Maidu Tribal Council
Economic Development – Kimberly Parker	United Auburn Indian Community
NC Economic Resource Council – Janet Augstein	Federation of Neighborhood Associations
Agricultural Commissioner – Chris de Nijs	CA Dept of Fish & Wildlife
Building Department – Nick McBurney	Central Valley Water Quality Control Board
Environmental Health – Nicole Johnson	Caltrans Highways
Public Works Engineering – Kidd Immel	Caltrans Aeronautics
Public Works Surveyor – Kevin Nelson	US Army Corps of Engineers
Public Works Solid Waste	PG& E
Public Works Transit	Nevada County Contractor's Association
County Code Compliance – Jessica Rist	County Airport Manager – Kevin Edwards
County Recreation Planner – Shavati Karki-Pearl	Sierra Club – Sierra Nevada Group
Greater Grass Valley Chamber of Commerce	General Plan Defense Fund
Nevada County Association of Realtors	California Native Plant Society - Redbud
Nevada County Transportation Commission	FREED
Nevada County Airport Land Use Commission	Wilton Rancheria of Wilton, California
Federation of Neighborhood Associations	Neighboring parcels within **300 feet**
Carole Morrison	

Date: February 2, 2026

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Assessor Parcel Number: 012-020-032

Zoning Districts: RA-3 (Residential Agricultural); C1 (Neighborhood Commercial)

General Plan Designations: Estate (EST)/Neighborhood Commercial (NC)

Project Location: 12647 State Highway 174, Grass Valley, CA 95945, approximately 0.7 miles west of Brunswick Road. (See Figure 1).

Project Site & Surrounding Land Uses:
The project site is currently developed with a single-family residence, construction trailer, and various storage structures and is located on the south side of State Highway 174, approximately 1.7 miles southeast from the city limits of Grass Valley. The northwest portion of the site (approximately 0.7 acres) is located within the Cedar Ridge Rural Center. Access to the site is from Hobart Lane, a private road that extends south from State Highway 174 through the middle of the project site and terminates at a dead-end approximately 320 feet southeast of the project site.

Directly north of the project site across State Highway 174 is the Ophir Hill Fire station. Adjacent to the northeast is a gas service station/auto repair business. To the east, south, and west of the project site are rural residences.

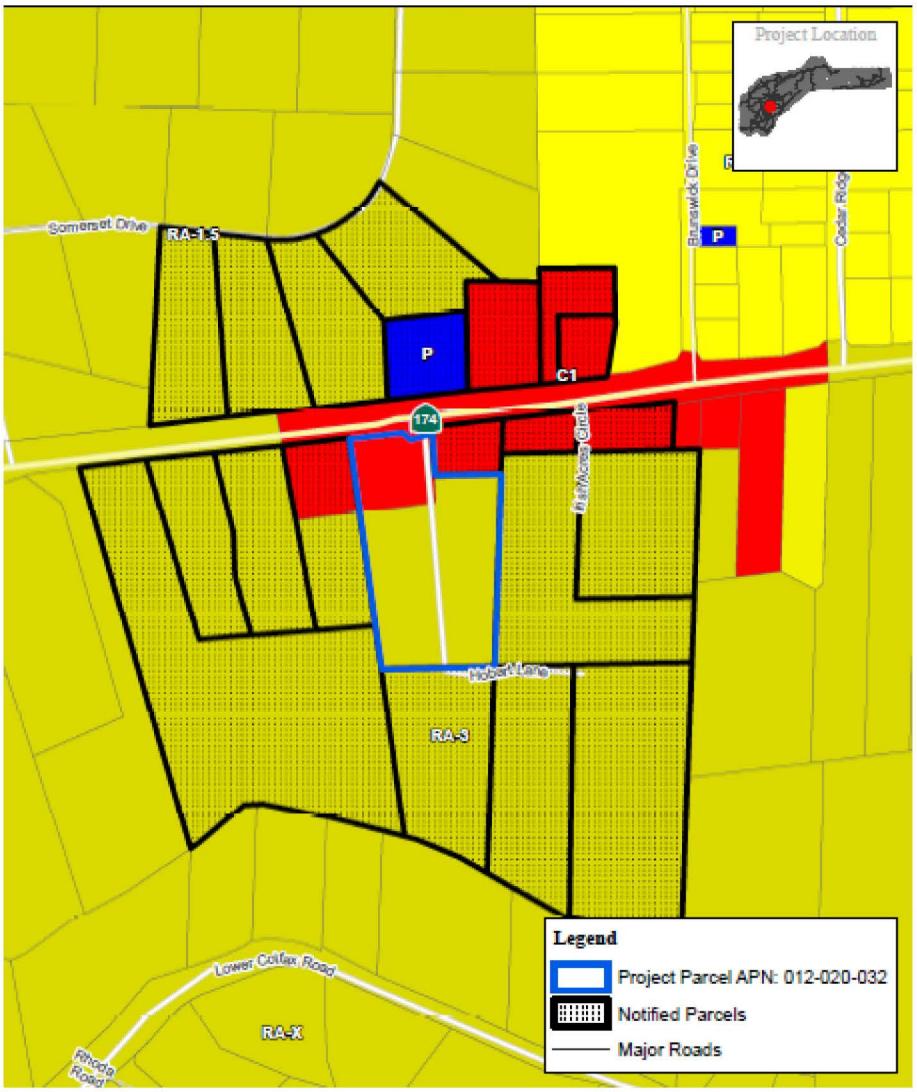


Figure 1. Project Zoning, Vicinity and Public Notice Map

Project Description

The proposed project includes an application for a General Plan Amendment, Zoning Map Amendment, Comprehensive Master Plan, Development Permit, Tentative Parcel Map to create four (4) lots, Management Plan, Conditional Use Permit for the proposed Comprehensive Master Plan and proposed residential use, and Petition for Exception to Road Standards to reduce the right of way width required by the A-1 Standard Drawing for Hobart Lane from 50 feet to 30 feet.

The project proposes to amend the existing General Plan designation of the subject 3.31-acre parcel from Estate (EST) and Neighborhood Commercial (NC) to the Business Park (BP) designation. The General Plan Amendment is also required to expand the Cedar Ridge Rural Center area which currently encompasses approximately 0.7 acres of the site to include the entire subject property.

The project also includes a proposed Zoning Map Amendment from the existing split zoning of Neighborhood Commercial (C1) and Residential Agricultural (RA-3) to Business Park, Site Performance and Rural Center Combining (BP-SP-RC). A Comprehensive Master Plan is required for development of Business Park District zoned properties located outside of an adopted Area Plan. The property is currently developed with a single-family residence, a construction trailer, and various storage structures that will remain and a private road (Hobart Lane). Access to Hobart Lane is from State Highway 174.

A Development Permit is required for light industrial uses within the Business Park zoning district. The project proposes a four-phase mixed-use development plan, with a total of nine (9) commercial/light industrial units and fifteen (15) single-bedroom residential units. Total buildout will result in three (3), two-story buildings, each with five (5) residential units and three (3) light industrial units. Phase 1 will involve permitting the existing “Cirino’s Bloody Mary Mix” business being operated from the existing single-family residence, resolution of the existing code compliance case associated with this business (CC20-0201) and establishing a storage and maintenance yard located behind the single-family residence. Phases 2-4 will each involve construction of one (1) mixed use building, associated parking and other improvements, and installation of a septic system to serve each building.

The Development Permit is also required to permit the existing storage containers, existing and proposed construction trailers and existing “Cirino’s Bloody Mary Mix” manufacturing operations on site. The project includes a Management Plan application to allow for the removal of one (1) landmark oak tree on the project site. A Petition for Exception to Road Standards has also been filed to reduce the right of way width required by the A-1 Standard Drawing for Hobart Lane from 50 feet to 30 feet.

The Tentative Parcel Map proposes to create four (4) lots ranging from 0.43-acres to 1.84-acres in size with the construction of one (1) two-story building on each of Lots 2-4, and the existing single-family residence, proposed storage and maintenance yard, recreation/open space area, and septic systems located on Lot 1. Other associated improvements include forty-nine (49) parking stalls and internal driveways, lighting, and landscaping. The proposed project is a part of the Cedar Ridge Rural Center and includes a Fire Protection and Evacuation Plan.

Figure 2 below shows the existing and proposed General Plan and Zoning designations. Figure 3 shows the proposed site plan for the Development Permit addressing the proposed buildings and other improvements. Figure 4 shows the proposed Tentative Parcel Map to create the proposed four (4) lots.

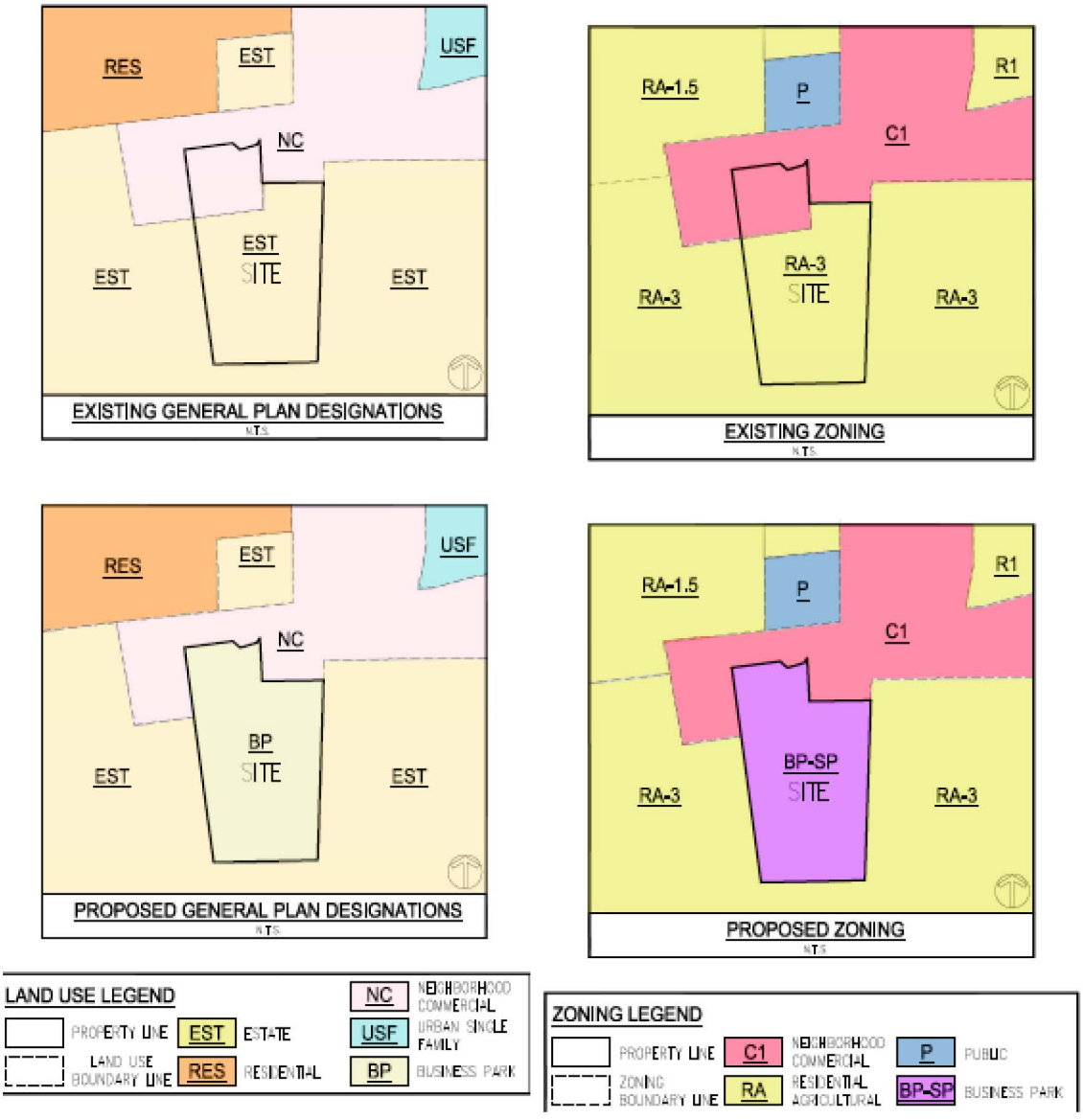


Figure 2. Existing and Proposed General Plan and Zoning Maps



Figure 3. Proposed Site Plan

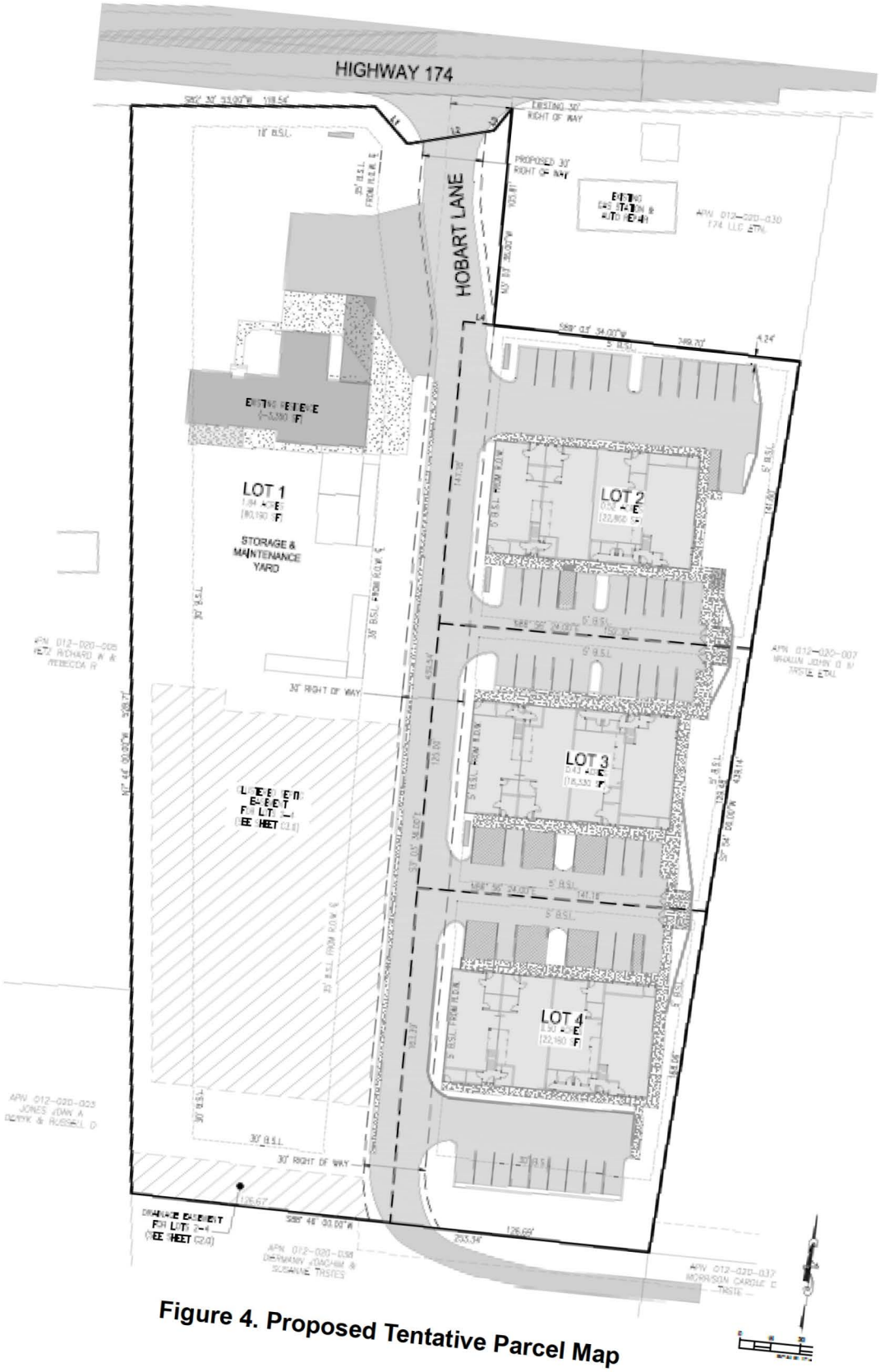


Figure 4. Proposed Tentative Parcel Map

The three proposed residential/industrial buildings will be located on the eastern half of the subject 3.31-acre parcel. Each of these buildings will be two-stories and 5,500 square feet in size. As noted above, each building will have five (5) residential units and three (3) light industrial units. The residential units will be 852 square feet and 1,100 square feet in size and the industrial suites will range from 1,115 square feet to 1,278 square feet in size.

Buildings #1 and #3 will be oriented so that the large access doors face to the north while Building #2 will have the access doors face to the south. Three of the doors will provide access to the industrial units and the fourth one access to a mechanical alcove located directly behind the first-floor residential unit.

The proposed buildings will utilize a variety of neutral, earth tone colors that will blend well with the surroundings including Mountain Cedar (brown), Rusteel Plus (rust), Chrome Green, Narragansett Green, forest green, taupe, tan, and beige. The buildings will also have varying materials including standard seam metal roofing and awnings, fiber cement lap siding, corrugated metal, stucco wainscot, and dark bronze vinyl window frames. Figure 5 below is the colored elevation and materials list provided by the applicant.



MATERIAL SCHEDULE

CALLOUT	MATERIAL	MANUFACTURER	COLOR	NOTES
S-01	LAP SIDING	WOODTONE/ ALLURA	MOUNTAIN CEDAR	7.25" FIBER CEMENT LAP SIDING
S-02	METAL SIDING	TAYLOR METALS	RUSTEEL PLUS	CORRUGATED METAL SIDING
R-01	ROOFING	TAYLOR METALS	FOREST GREEN	EASY-LOC STANDING SEAM METAL ROOF
P-01	PAINT	BENJAMIN MOORE	TYLER TAUPE HC-45	PAINTED STUCCO
P-02	PAINT	BENJAMIN MOORE	LENOX TAN HC-44	PAINTED STUCCO
P-03	PAINT	BENJAMIN MOORE	SHAKER BEIGE HC-45	PAINTED STUCCO
P-04	PAINT	BENJAMIN MOORE	PAPAYA 457	PAINTED STUCCO
P-05	PAINT	BENJAMIN MOORE	CHROME GREEN HC-154	PAINTED DOORS
P-06	PAINT	BENJAMIN MOORE	NARRAGANSETT GREEN HC-157	DOOR FRAME COLOR
T-01	PAINTED TRIM	BENJAMIN MOORE	CHROME GREEN HC-154	PAINTED FASCIA/GUTTERS
T-02	PAINTED TRIM	BENJAMIN MOORE	RURAL EARTH 1234	WINDOW/DOOR TRIM
T-03	PAINTED TRIM	BENJAMIN MOORE	T.B.D.- MATCH TO "MOUNTAIN CEDAR" SIDING	PAINTED TRIM

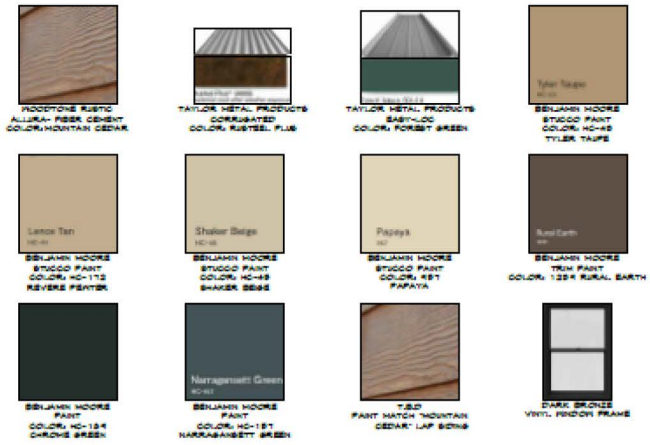


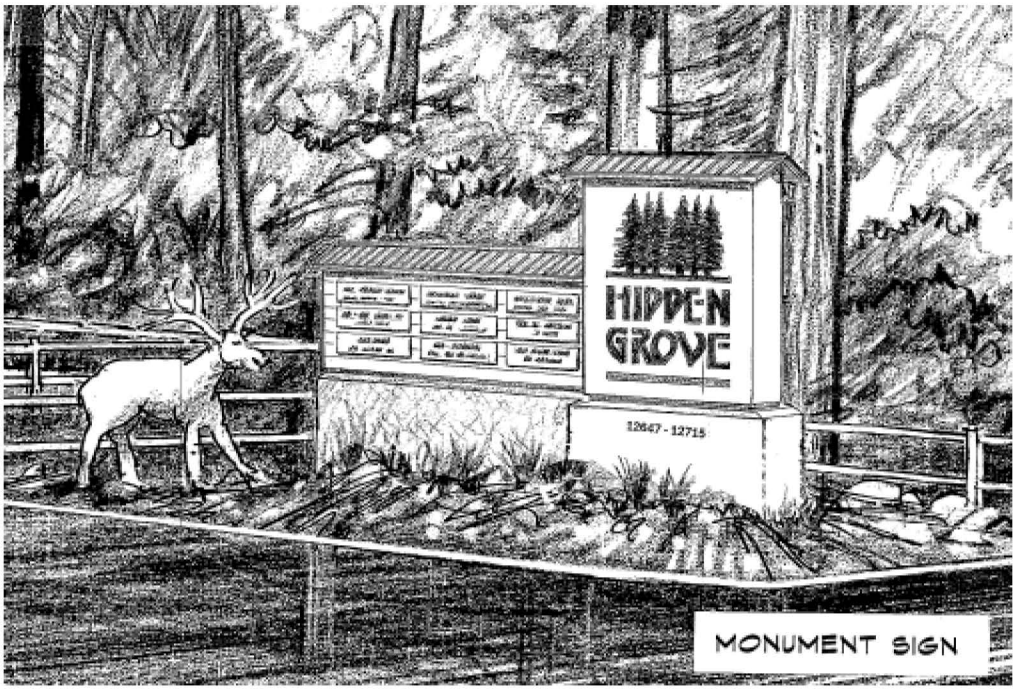
Figure 5. Colored Building Elevation and Materials List

In addition, Figure 6 below shows the building elevation for the opposite side (rear) of the elevation shown above.



Figure 6. Rear Building Elevation

Proposed project signage will include a tenant monument sign to be located near State Highway 174, approximately 30 feet west of Hobart Lane. Based on initial information provided, this sign will provide sign area for individual tenants within the project site. The sign will have a stucco exterior with tile trim along the bottom of the base and will have a metal cap along the top that will match the roof color of the proposed buildings. As shown in the building elevation above, wall mounted signage is also proposed above the large doors that will provide access to the industrial units. A final comprehensive sign program for all proposed signage will be required to be submitted to the Planning Department for review and approval demonstrating consistency with Nevada County Code requirements. Figure 5 includes a visual representation of the proposed monument sign along with proposed dimensions and materials.



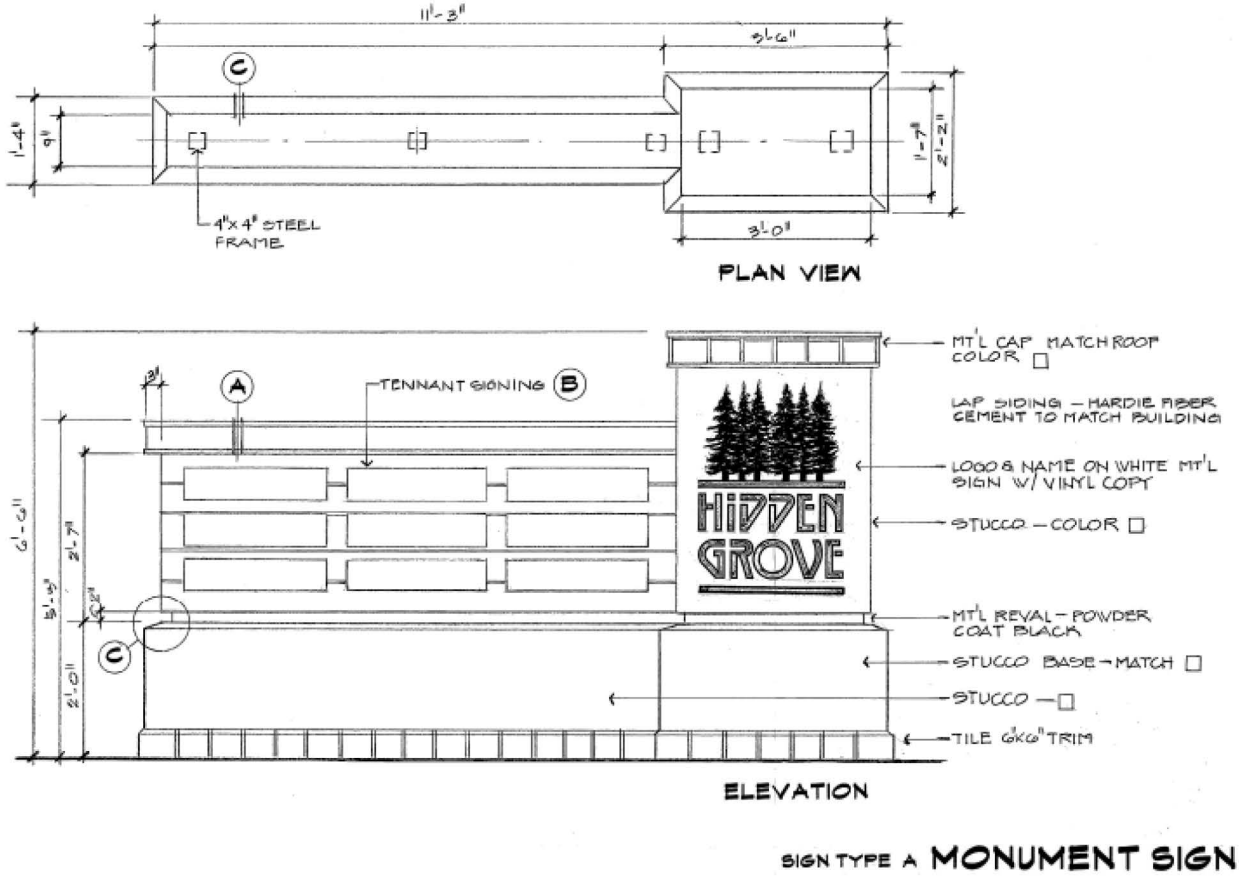


Figure 7. Proposed Monument Sign

For outdoor lighting of the site, the applicant indicates that parking lot pole lights are not proposed. The lighting plan submitted shows only outdoor wall mounted sconce lighting is proposed near the doorways along the south side of Building 1, the north side of Building 2, and the south side of Building 3. The applicant will be required to submit a final lighting plan that demonstrates compliance with County requirements.

The project proposes approximately 42% of the site as impervious surface including asphalt pavement for circulation and parking lot areas, concrete, and buildings. A total of 34% of the site will be retained as open space area to be located in the southwest portion of the subject parcel. Details of this recreation and open space area are shown on the landscape plan showing proposed 6-foot wide decomposed granite walkways, a group pavilion, picnic tables, a ping pong table, and benches. This area will be fenced and will have two entrances along the east side with gates and trellis at each.

A total of 24% of the site will be required landscape area. The preliminary landscape plan submitted shows a total of twenty-eight (28), 24-inch box trees consisting of six separate species. Five different species of 5-gallon shrubs are proposed along with a nine different species of 5-gallon and 1-gallon groundcover. The landscape plan indicates the site's parking lot trees will

provide 69% shade coverage within 15-years of building permit issuance, meeting the Nevada County Code requirement of 40%. The project will provide required buffer yard landscaping along the State Highway 174 frontage, including retaining existing native and fruit trees A landscape buffer will also be provided along the east property line. street front landscaping consisting of 17 new trees planted and 19 existing trees to remain. See Figure 8 below for the Plant Legend and Landscape Design Plan.



PLANT LEGEND

BOTANICAL NAME	COMMON NAME	SIZE	QTY.	WUCOLS	MATURE SIZE	*CATEGORY
TREES						
ACER MACROPHYLLUM	BIG LEAF MAPLE	24" BOX	5	L	50'x40'	N, DT
ACER PALMATUM	JAPANESE MAPLE	24" BOX	4	M	25'x25'	NN
CALOCEDRUS DECURRENS	INCENSE CEDAR	24" BOX	8	M	70'x20'	N, DT
CORNUS SPP.	DOGWOOD	24" BOX	4	M	25'x25'	NN
QUERCUS LOBATA	VALLEY OAK	24" BOX	1	L	60'x60'	N, DT
QUERCUS WISLIZENI	INTERIOR LIVE OAK	24" BOX	6	VL	40'x40'	N, DT
SHRUBS						
ARCTOSTASPHYLOS SPP.	MANZANITA	5 GAL	30	L	7'x7'	N, DT
CARPENTERIA CALIFORNICA	BUSH ANEMONE	5 GAL	9	L	6'x6'	N, DT
CERCIS OCCIDENTALIS	WESTERN REDBUD	24" BOX	15	VL	15'X15'	N, DT
MIMULUS SPP.	MONKEYFLOWER	5 GAL	30	L	3'x3'	N, DT
RIBES S. GLUTINOSUM	PINK CURRANT	5 GAL	15	L	6'x6'	N, DT
SALVIA GREGGII	AUTUMN SAGE	5 GAL	10	L	4'x4'	NN, DT
GROUNDCOVERS						
ACHILLEA MILLEFOLIUM	YARROW	1 GAL	25	L	2'x3'	N, DT
ARCTOSTAPHYLOS SPP.	MANZANITA	5 GAL	25	L	2'x8'	N, DT
CEANOTHUS PROSTRATUS	MAHALA MAT	5 GAL	25	L	2'x6'	N, DT
ERIOGONUM UMBELLATUM	SULFUR BUCKWHEAT	1 GAL	25	L	6'x3'	N, DT
FESTUCA CALIFORNICA	CA FESCUE	1 GAL	25	L	2'x2'	N, DT
FESTUCA IDAHOENSIS	FESCUE	1 GAL	25	L	1'x1.5'	N, DT
HEUCHERA SANGUINEA	CORAL BELLS	1 GAL	15	M	1.5'x2'	N
PENSTEMON 'MARGARITA BOP'	BEARDTONGUE	1 GAL	25	L	2'x3'	N, DT
ZAUSCHNERIA CALIFORNICA	CA FUCHSIA	1 GAL	35	L	2'x4	N, DT'

*FOR PLANT CATEGORY: NN = NON-NATIVE N = NATIVE DT = DROUGHT-TOLERANT

APPROXIMATELY 7,000 SQUARE FEET OF NEW LANDSCAPE IS PROPOSED, NO TURF IS PROPOSED

TREE TO BE REMOVED

EXISTING TREE TO REMAIN

30' DEFENSIBLE SPACE ZONE BOUNDARY

6' TALL WELDED WIRE MESH FENCE W/ WOOD RAILS AND POSTS, SEE DETAIL WM/L3

6' TALL SOLID WOOD FENCE SEE DETAIL WF/L3

6' WIDE DOUBLE GATE & ENTRY TRELLIS, SEE DETAIL DG/L3

LANDSCAPE GENERAL NOTES

PLANTING CONCEPT:
THE PLANT PALETTE FEATURES PLANT SPECIES WELL SUITED TO THE LOCAL CLIMATE AND SOILS., MOST OF WHICH ARE NATIVE SPECIES. THE PLANTINGS ARE INTENDED TO ADD LAYERS OF VISUAL INTEREST TO THE NEW DEVELOPMENT AND OVERALL PROPERTY. NEW DECIDUOUS AND EVERGREEN TREES ARE INTEGRATED WITH THE EXISTING TREES TO REMAIN AND WILL PROVIDE SHADE FOR PARKING AREAS AND OTHER PAVEMENTS. EVERGREEN TREES ARE UTILIZED FOR SCREENING PURPOSES FROM ONSITE VIEWS. EXISTING MATURE TREES AND NATIVE PLANT MATERIALS HAVE BEEN RETAINED ONSITE TO THE EXTENT POSSIBLE. TREES PROPOSED WITHIN THE 30' FIRE DEFENSIBLE SPACE ZONE AROUND THE BUILDINGS HAVE 10' MIN. CROWN SEPARATION FOR FIRE SAFETY.

NATIVE VEGETATION RETENTION AT HWY. 174 BUFFER YARD:
THERE ARE (11) EXISTING, NATIVE, MIXED-CONIFER TREES TO REMAIN FOR LANDSCAPING WITHIN THE REQUIRED 15' BUFFER YARD ALONG HWY 174. THE MATURE TREES ARE WELL MAINTAINED FOR FIRE SAFETY, LARGE IN STATURE, AND BLEND THE PROPERTY WITH OTHER PARCELS CONTAINING NATIVE MIXED-CONIFERS THROUGHOUT THE HIGHWAY 174 CORRIDOR. (15)SHRUBS ARE PROPOSED IN THE BUFFER YARD TO PROVIDE ADDITIONAL SCREENING. EXISTING FRUIT TREES BETWEEN THE CONIFERS AND EXISTING RESIDENCE PROVIDE ADDITIONAL UNDERSTORY CANOPY AND SCREENING FOR THE PROJECT.

PARKING LOT SHADE REQUIREMENT:
PROPOSED TREES WILL PROVIDE 40-PERCENT PARKING LOT COVERAGE WITHIN 15 YEARS, AS REQUIRED BY NEVADA COUNTY LAND USE AND DEVELOPMENT CODE SECTION 4.2.7.B.

- 49 PROPOSED STALLS @ 9'x18' = 7,938 FT.²
- 40% PARKING LOT COVERAGE = 7,938 FT.² x 40% = 3,176 FT.²
- PROPOSED COVERAGE AS SHOWN = 5,513 FT.² = (69% COVERAGE)

PARKING LOT LANDSCAPE RATIO CALCULATIONS

- 45 FT.² OF LANDSCAPE IS REQUIRED PER PARKING STALL, WITH EA. 450 FT.² REQUIRING (4) TREES AND (5) SHRUBS
- THERE ARE 49 PROPOSED PARKING STALLS x 45 FT.² PER STALL = 2,205 FT.² OF LANDSCAPE AREA WITH (20) TREES AND (25) SHRUBS REQUIRED
- THERE IS APPROX. 3,600 FT.² OF LANDSCAPE PROPOSED WITHIN THE FINGER ISLANDS AND PLANTING AREAS AROUND THE PARKING LOT WITH (23) PROPOSED PARKING LOT TREES AND (46) PROPOSED SHRUBS TO MEET THE RATIO REQUIREMENT

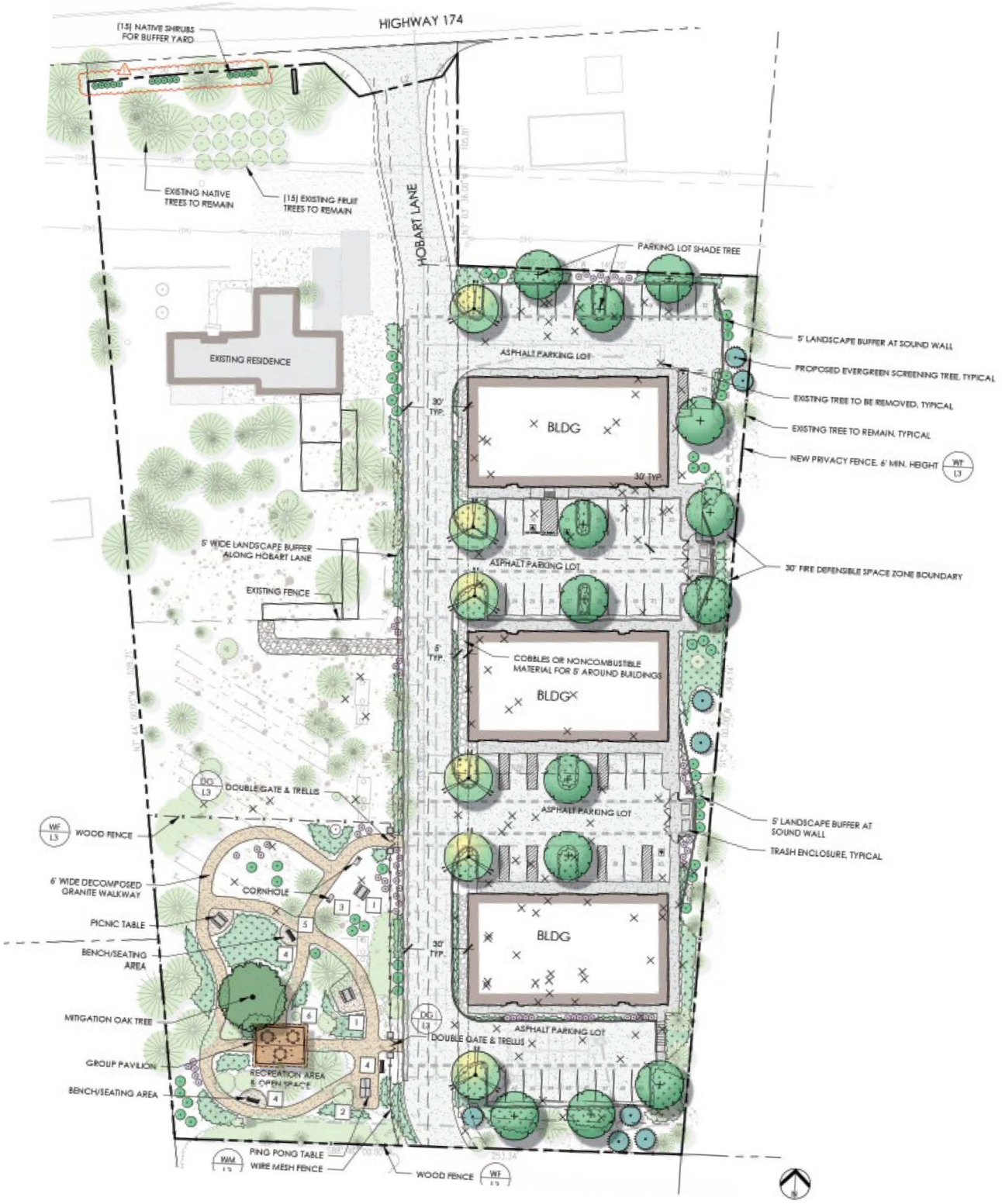


Figure 8. Preliminary Landscape Plan

Domestic water for the project will be provided from the Nevada Irrigation District and wastewater will be served by an on-site sewage disposal system.

The project is planned to be constructed over multiple phases to facilitate development. According to the applicant, phasing may be adjusted based on economic conditions, financing, or other factors. Figure 9 shows the anticipated phasing plan.



Figure 9. Phasing Plan

Other Permits that May be Necessary:

1. Grading and Building Permits – Nevada County Building Department
2. Encroachment Permits – Caltrans
3. Sewage Disposal System Permits, CUPA Permits – Nevada County Dept. of Environmental Health
4. Processed Food Registration – California Dept. of Public Health, Food and Drug Branch
5. Stormwater Pollution Prevention Plan (SWPPP) – California State Water Resources Control Board
6. National Pollutant Discharge Elimination System (NPDES) General Permit– California State Water Resources Control Board
7. Dust Control Plan - Northern Sierra Air Quality Management District

Relationship to Other Projects:
There are no other directly related development projects known to this project.

Consultation with Native American Tribes:
Pursuant to Assembly Bill 52, tribal consultation began April 18, 2024. Native American tribes traditionally and culturally affiliated with the project area were notified of the project and invited to consultation. The United Auburn Indian Community (UAIC) tribe requested consultation with the County and an on-site survey was conducted by the tribe on May 8, 2024. Based on this survey, UAIC recommended mitigation measures be incorporated into the project to address potential impacts to tribal cultural resources. These mitigation measures have been included and are discussed in Section 18, Tribal Cultural Resources, of this initial study.

Summary of Impacts and Proposed Mitigation Measures

Environmental Factors Potentially Affected:

All of the following environmental factors have been considered. Those environmental factors checked below would be potentially affected by this project, involving at least one impact that is "Less Than Significant with Mitigation" as indicated by the checklist on the following pages.

✓	1. Aesthetics		2. Agricultural and Forestry Resources	✓	3. Air Quality
✓	4. Biological Resources	✓	5. Cultural Resources		6. Energy
✓	7. Geology and Soils		8. Green House Gas Emissions		9. Hazards and Hazardous Materials
✓	10. Hydrology and Water Quality		11. Land Use and Planning		12. Mineral Resources
✓	13. Noise		14. Population and Housing		15. Public Services
	16. Recreation	✓	17. Transportation	✓	18. Tribal Cultural Resources
	19. Utilities and Service Systems		20. Wildfire	✓	21. Mandatory Findings of Significance

Recommended Mitigation Measures:

The following measures shall be implemented, and where appropriate, included as a note on construction plans as outlined in each.

1. AESTHETICS

Mitigation Measure 1A. Outdoor Light Fixtures. All outdoor light fixtures shall be fully shielded and downward facing to eliminate glare and prevent light trespass onto neighboring properties. Fixtures shall have high efficiency lamps. High pressure sodium, and mercury vapor light fixtures are prohibited.

Timing: *Prior to building permit issuance*
Reporting: *Agency approval of permits or plans*

Responsible Agency: *Planning Department*

Mitigation Measure 1B. Final Photometric Plan. The applicant shall provide a final lighting and photometric plan that demonstrates all project lighting shall be maintained on site. This plan should include all project lighting including but not limited to parking lot and circulation lighting, wall lighting, sign lighting, and landscaping lighting. This plan shall demonstrate all lighting values are at "0" at all property lines. Recommended methods for reducing potential light spill include: reducing the lumen output of proposed lighting systems, reducing the height of the proposed lights, reducing the number of proposed lights and relocating lights farther into the interior of the parcel.

Timing: *Prior to building permit issuance*
Reporting: *Agency approval of permits or plans*
Responsible Agency: *Planning Department*

3. AIR QUALITY

Mitigation Measure 3A: Alternatives to open burning. Alternatives to open burning of site-cleared vegetative material shall be used unless otherwise deemed infeasible by the Northern Sierra Air Quality Management District (NSAQMD). Among suitable alternatives are chipping, mulching, or conversion to biomass fuel. This shall be included as a note on all grading and improvement plans.

Timing: *During grading/construction*
Reporting: *Grading/Building plans*
Responsible Agency: *Planning Department/NSAQMD*

Mitigation Measure 3B: Use of grid power. During construction, grid power shall be used (as opposed to diesel generators) for job site power needs where feasible.

Timing: *During construction*
Reporting: *Building plans*
Responsible Agency: *Planning Department/Building Department*

Mitigation Measure 3C: Pre-Grading activities. Pre-Grading activities shall comply with all NSAQMD regulations pertaining to dust control and shall include a long-term dust suppression plan to be approved by the NSAQMD. Any other applicable State and/or Federal Air Quality regulations shall be adhered to and implemented.

Timing: *Prior to grading*
Reporting: *Building plans*
Responsible Agency: *Planning Department/Building Department*

Mitigation Measure 3D: Water exposed soil. Water exposed soil during active construction at a specific frequency to achieve dust suppression. (CalEEMod Quantified Mitigation C-10-A – Factored into calculations, see section 5.6.2 of attached CalEEMod report).

Timing: *During construction*
Reporting: *Noted on Building plans*

Responsible Agency: *Planning Department/Building Department*

Mitigation Measure 3E: Water during site clearing. Apply water at a specific frequency during active site clearing, tree, and vegetation removal to achieve dust suppression. (CalEEMod Quantified Mitigation C-10-B –Factored into calculations, see section 5.6.2 of attached CalEEMod report).

Timing: *During construction*
Reporting: *Noted on Building plans*
Responsible Agency: *Planning Department/Building Department*

Mitigation Measure 3F: Dust Control Plan. Prior to issuance of grading and improvement permits, a Dust Control Plan shall be submitted to the Northern Sierra Air Quality Management District pursuant to Rule 226 and approved. Include the approved Dust Control Plan on the project plans using clear phrasing and enforceable conditions, under its own heading. Provide evidence of NSAQMD approval to Nevada County with permit application submittal. The plan shall include but not be limited to the following measures, which shall also be included on all construction plans:

a. Contact details must be provided for the person/s responsible for ensuring that all dust control measures are performed in a timely manner during all phases of project construction.
b. All material excavated, stockpiled, or graded shall be sufficiently watered, treated, or covered to prevent fugitive dust from leaving the property boundaries and causing a public nuisance or a violation of an ambient air standard.
c. All land clearing, grading, earth moving, and excavation activities on the project shall be suspended as necessary to prevent excessive windblown dust when winds are expected to exceed 20 miles per hour.
d. All inactive portions of the site shall be covered, seeded, or watered until a suitable cover is established.
e. All material transported off-site shall be either sufficiently watered, or securely covered to prevent it being entrained in the air, and there must be a minimum freeboard of six inches maintained in the bed of the transport vehicle.
f. All areas with vehicle traffic shall be watered or have dust palliative applied as necessary to minimize dust emissions.
g. The construction contractor shall limit vehicle speeds on unpaved roads to a speed of 15 mph.
h. Paved streets adjacent to the project shall be swept or washed at the end of each day, or as needed to remove excessive accumulation of silt and/or mud which may have resulted from activities at the project site.

Timing: *Prior to issuance of grading and improvement permits*
Reporting: *Grading/Improvement plans*
Responsible Agency: *Planning Department/NSAQMD*

4. BIOLOGICAL RESOURCES

Mitigation Measure 4A: Avoid Impacts to Nesting Raptors and Other Birds. The following nest survey requirements apply if construction activities take place during the typical bird breeding/nesting season (typically March 1 through August 31).

Pre-Construction Nest Survey
A pre-construction nesting bird survey shall be conducted by a qualified biologist on the project site and within a 250-foot radius of proposed construction areas no more than seven days prior to the initiation of construction. If there is a break in construction activity of more than 14 days, then subsequent surveys shall be conducted.

If any nesting raptors or migratory birds are identified during surveys, active nests shall be avoided and a no-disturbance buffer shall be established around the nesting site to avoid disturbance or destruction of the nest site until after the breeding season or after a wildlife biologist determines that the young have fledged. The extent of these buffers will be determined by a wildlife biologist and will depend on the special-status species present, the level of noise or construction disturbance, line of sight between the nest and the disturbance, ambient levels of noise and other disturbances, and other topographical or artificial barriers. These factors shall be analyzed to make an appropriate decision on buffer distances.

Survey Report
A report summarizing the survey(s) shall be provided to the County within 30 days of the completed survey and is valid for one construction season. If no nests are found, no further mitigation is required.

Changes to Buffers and Completion of Nesting
Should construction activities cause a nesting bird to do any of the following in a way that would be considered a result of construction activities: vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest, then the exclusionary buffer shall be increased such that activities are far enough from the nest to stop this agitated behavior. The exclusionary buffer will remain in place until the chicks have fledged or as otherwise determined by a qualified biologist in consultation with the County.

Construction activities may only resume within the buffer zone after a follow-up survey by the Project Biologist has been conducted and a report has been prepared indicating that the nest (or nests) are no longer active, and that no new nests have been identified.

Timing: *Prior to and during construction*
Reporting: *Grading/Building plans*
Responsible Agency: *Planning Department*

Mitigation Measure 4B: Impacts to Landmark Oak Trees. The applicant shall implement the California black oak acorn planting, protection, and enhancement of the existing seedlings in the mitigation planting area. The applicant shall ensure a mitigation planting ratio of 2:1 for every inch of dbh to be removed as part of the Project. Therefore, a minimum of 96 California black oak acorns shall be planted as part of the compensatory mitigation. At the end of 5 years, a minimum 50% survival rate shall be reached to ensure full mitigation of the 48 inches of the landmark California black oak removed as part of the Project. It's assumed that each seedling planted that survives for 5 years will reach a minimum of a 1-inch dbh. Generally, after 5 years successful seedlings are usually considerably larger than the 1-inch dbh and therefore, the successful mitigation would more than compensate for the removal of the 48-inch dbh landmark oak tree.

Acorn plantings shall be installed the first fall following project approval. Maintenance, monitoring, and reporting shall continue for a period of five years following planting. After

each subsequent year of monitoring post planting, additional acorns may need to be planted if the survival rate of the initial 96 acorns planted falls below 50%.

A memo-format report and photo documentation prepared by a qualified biologist shall be submitted to the Nevada County Planning Department in October of each year for five years. Maintenance, irrigation, and monitoring throughout the growing season shall be the responsibility of the applicant. A qualified biologist shall conduct a field review of the plantings annually in advance of the annual monitoring report sent to Nevada County to ensure the mitigation is implemented successfully. The reporting will include a survival rate of the initial 96 acorns planted and remediation measures taken if the survival rate of the initial 96 acorns planted falls below 50% survival of the California black oak saplings/trees. Remediation measures would include additional plantings of acorns and changes to maintenance of the planted oaks to ensure survival of a minimum of 50% of the acorns planted.

Timing: *Acorn plantings installed the first fall following project approval; Maintenance, monitoring, and reporting shall continue for a period of five years following planting; Report and photo documentation submitted to Planning Department in October of each year for five years.*
Reporting: *Notify Planning Department when initial planting is completed; Reports from qualified biologist provided in October or each year for five years.*
Responsible Agency: *Planning Department*

5. CULTURAL RESOURCES

Mitigation Measure 5A. Halt work and contact the appropriate agencies if human remains or cultural materials are discovered during project construction. All equipment operators and employees involved in any form of ground disturbance at any phase of project improvements shall be advised of the remote possibility of encountering subsurface cultural resources. If such resources are encountered or suspected, work shall be halted immediately within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. The Nevada County Planning Department, United Auburn Indian Community of the Auburn Rancheria, and any other interested and affected tribe shall be contacted. A professional archaeologist shall be retained by the developer and consulted to access any discoveries and develop appropriate management recommendations for archaeological resource treatment. If bones are encountered and appear to be human, California Law requires that the Nevada County Coroner and the Native American Heritage Commission be contacted and, if Native American resources are involved, Native American organizations and individuals recognized by the County shall be notified and consulted about any plans for treatment. A note to this effect shall be included on the grading and construction plans for each phase of this project.

Timing: *Prior to the issuance of building/grading permits and during construction*
Reporting: *Agency approval of permits or plans*
Responsible Agency*: Planning Department*

7. GEOLOGY AND SOILS

Mitigation Measure 7A: Implement the Recommendations of the Soils Engineering Report and Engineering Geology Report. The applicant shall incorporate the recommendations of the Soils Engineering Report and Engineering Geology Report

required by the Nevada County Building Department. These recommendations shall be incorporated in the project design and included in all improvement plans, demolition permit(s), and grading and construction permits.

Timing: *Prior to issuance of grading or improvement permits/During Construction*
Reporting: *Approval of permits or plans/During Construction*
Responsible Agency: *Building Department*

10. HYDROLOGY AND WATER QUALITY

Mitigation Measure 10A: Best Management Practices. Implement the following BMPs to minimize construction related impacts to water quality. The following BMPs shall be incorporated into all Contract Documents and Construction Plans for the project and implemented by the contractor to protect water quality:

a. Construction crews shall be instructed in preventing and minimizing water pollution on the job.
b. Interim erosion control measures may be needed and shall be installed during construction to assure adequate erosion control facilities are in place at all times.
c. Straw or rice mulch may be used if needed with a tackifier.
d. All earth moving or excavation activities shall cease when winds exceed 20 mph.
e. Haul trucks shall be always covered with tarpaulins or other effective covers.
f. Use broom and shovels when possible, to maintain a clean site. Use of a hose is not recommended. Introducing water as a cleanup method adds to water pollution.
g. Designate a concrete washout area, as needed; to avoid wash water from concrete tools or trucks from entering storm drain systems. Maintain washout area and dispose of concrete waste on a regular basis.
h. Establish a vehicle storage, maintenance, and refueling area, as needed, to minimize the spread of oil, gas, and engine fluids. Use of oil pans under stationary vehicles is strongly recommended.
i. Dust control measures shall conform to the requirements of the Dust Control Plan submitted to and approved by the Northern Sierra Air Quality Management District (NSAQMD).

Timing*: Prior to grading/building permit issuance and during construction*
Reporting*: Agency approval of permits or plans*
Responsible Agency*: Planning Department*

Mitigation Measure 10B: Provide copies of BMPs. Copies of the project's Mitigation Monitoring and Reporting Program and all BMPs shall be supplied to the Contractor(s) and their workers to assure compliance with mitigation measures during construction.

Timing*: Prior to grading/building permit issuance and during construction*
Reporting*: Agency approval of permits or plans*
Responsible Agency*: Planning Department*

13. NOISE

Mitigation Measure 13A: Use of light industrial units. Operation and use of the light industrial units shall be limited to the hours from 7:00 a.m. to 10 p.m. During the evening hours (7:00 p.m. to 10:00 p.m.), the roll-up doors for the industrial units shall remain closed. These requirements shall be included in the lease agreement/information provided

to tenants renting and using these units. A copy of the lease agreement containing this information shall be provided to the Planning Department prior to certificate of occupancy.

Timing: *After issuance of certificate of occupancy for each building; During occupancy by tenants*
Reporting: *Copy of lease agreement provided to Planning Department prior to certificate of occupancy.*
Responsible Agency: *Planning Department*

Mitigation Measure 13B: Construction of sound walls. To achieve the County's exterior noise standards, the owner/applicant shall construct two, 8-foot-tall sound walls on the subject property as shown on Figures 7 and 8 of the Noise Assessment prepared by Saxelby Acoustics (August 2024). One sound wall shall be constructed along the east edge of the parking lot area located on the north side of proposed Building #1. The other sound wall shall be constructed along the east edge of the parking lot area located between proposed Building #2 and Building #3.

These noise barrier walls shall be constructed of concrete panels, concrete masonry units, earthen berms, or any combination of these materials that achieve the required total height. Wood is not recommended due to eventual warping and degradation of acoustical performance. These requirements and details shall be included in the improvement plans prior to their approval by the County's Public Works Department. The owner/applicant shall provide a letter from Saxelby Acoustics (or other qualified noise consultant) verifying the proposed sound wall design will provide sufficient noise attenuation to meet the County's exterior noise standards.

Timing: *Details of sound walls provided on improvement plans; Walls constructed prior to issuance of certificate of occupancy for proposed Building #1.*
Reporting: *Details of sound walls provided on improvement plans and building plans.*
Responsible Agency: *Public Works/Building/Planning Department*

Mitigation Measure 13C: Limit construction work hours to 7:00 a.m. to 7:00 p.m. Monday-Saturday/Other construction noise mitigations. During grading and construction, work hours shall be limited from 7:00 a.m. to 7:00 p.m., Monday - Saturday. Prior to issuance of grading and building permits, improvement plans shall include this restriction on the hours of construction.

The following additional construction noise mitigation measures shall be required:

• All construction equipment powered by internal combustion engines shall be properly muffled and maintained.
• Quiet construction equipment, particularly air compressors, are to be selected whenever possible.
• All stationary noise-generating construction equipment such as generators or air compressors are to be located as far as is practical from existing residences. In addition, the project contractor shall place such stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.
• Unnecessary idling of internal combustion engines is prohibited.
• The construction contractor shall, to the maximum extent practical, locate on-site equipment staging areas to maximize the distance between construction-related noise

sources and noise sensitive receptors nearest the project site during all project construction.

Timing: *During construction*
Reporting: *Noted on grading, improvement, and building plans.*
Responsible Agency: *Public Works/Building/Planning Department*

17. TRANSPORTATION

Mitigation Measure 17A: Extension of two-way left-turn lane (TWLTL) located on State Highway 174. The applicant shall extend the existing two-way left-turn lane (TWLTL) in State Highway 174 located directly in front of the subject parcel approximately 100 feet to the west of the project site. Extending the TWLTL will require roadway widening on one or both sides to maintain a 12-foot lane width. Along with the encroachment permit application, the applicant shall submit plans to Caltrans for review and approval for the proposed widening of the TWLTL. The proposed widening improvements shall also be shown on the improvement plans submitted to the County. The widening of the TWLTL shall be constructed pursuant to Caltrans' requirements and completed prior to the County's issuance of a certificate of occupancy for the first mixed-use building on the property. If the TWLTL extension does not meet current Caltrans design standards (including shoulder width requirements), a Design Standard Decision Document (DSDD) would be required as part of the encroachment permit process. This determination would occur during permit review.

Timing: *Improvements constructed prior to issuance of certificate of occupancy for proposed Building #1.*
Reporting: *Shown on plans submitted to and approved by Caltrans; shown on improvement plans and approved by CDA.*
Responsible Agency: *Caltrans; Public Works Department*

Mitigation Measure 17B: Sight distance. To address sight distance, the applicant shall revise the corner sight distance shown in accordance with the Caltrans Highway Design Manual. There shall be no sight obstruction within the clear sight triangle. Placement of the proposed monument sign near State Highway 174 shall be a minimum of 20 feet from the edge of the traveled way and shall not obstruct the corner sight triangle. According to Caltrans, the corner sight triangle for the left turn from Hobart Lane to State Highway 174 indicates that obstructions within the clear sight triangle shall be required to be removed or relocated, as necessary.

Timing: *Prior to issuance of certificate of occupancy for the proposed Building #1.*
Reporting: *Shown on plans submitted to and approved by Caltrans; shown on improvement plans and approved by CDA.*
Responsible Agency: *Caltrans; Public Works Department*

Mitigation Measure 17C: Fire truck turning movement: The AutoTurn analysis for a fire truck turning from State Highway 174 into Hobart Lane shows a need for widening to prevent encroachment into the curb or opposing lane. Prior to approval of the improvement plans, the applicant shall provide the AutoTurn template used for the California Fire Truck to Caltrans for review and approval.

Timing: *Prior to approval of improvement plans.*

Reporting: *Noted on improvement plans and approved by CDA*
Responsible Agency: *Caltrans; Public Works Departments*

18. TRIBAL CULTURAL RESOURCES

Mitigation Measure 18A: Cultural Awareness Training. The applicant/contractor shall be required to provide a tribal cultural awareness and sensitivity training program (Worker Environmental Awareness Program [WEAP]) for all personnel involved in project construction, including field consultants and construction workers, at their own expense. The WEAP training shall be conducted by either a qualified archaeologist for cultural resources or a tribal representative for tribal cultural resources (TCRs). The WEAP shall be developed in coordination with interested Native American Tribes.

The WEAP shall be conducted before any project-related construction activities begin at the project site. The WEAP will include relevant information regarding sensitive cultural resources and tribal cultural resources, including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations. The WEAP will also describe appropriate avoidance and impact minimization measures for cultural resources and tribal cultural resources that could be located at the project site and will outline what to do and who to contact if any potential cultural resources or tribal cultural resources are encountered. The WEAP will emphasize the requirement for confidentiality and culturally appropriate treatment of any discovery of significance to Native Americans and will discuss appropriate behaviors and responsive actions, consistent with Native American tribal values. The training may be done in coordination with the project archaeologist.

All ground-disturbing equipment operators shall be required to receive the training and sign a form that acknowledges receipt of the training.

Timing: *Prior to any project-related grading or construction*
Reporting: *Noted on improvement plans; Project proponent/contractor to notify Planning Department when training is scheduled/completed*
Responsible Agency*: Planning Department*

Mitigation Measure 18B: Tribal Monitoring at Initial Ground Disturbance. The project proponent shall contact the United Auburn Indian Community (UAIC) Tribal Historic Preservation Officer (thpo@auburnrancheria.com) at least 2 to 3 weeks prior to project ground-disturbing activities to retain the services of a UAIC Certified Tribal Monitor(s). The duration of the construction schedule and Tribal Monitoring shall be determined at this time.

A contracted UAIC Certified Tribal Monitor(s) shall spot check up to 16 hours per month during the ground disturbing project activities. The project proponent shall pay the costs for the time spent by the Tribal Monitor. If there are cultural finds, the UAIC Tribal Historic Preservation Officer (THPO) may require additional Tribal Monitoring.

Tribal Monitors or Tribal Representatives shall have the authority to direct that work be temporarily paused, diverted, or slowed within 100 feet of the immediate impact area if sites, cultural soils, or objects of potential significance are identified. The temporary pause/diversion shall be of an adequate duration for the Tribal Representative to examine the resource.

Appropriate treatment of Tribal Cultural Resources (TCRs) or other cultural finds may include but is not limited to:

a. Recordation of the resource(s)
b. Avoidance and preservation of the resource(s)
c. Recovery and reburial of the resource(s) onsite or in a feasible off-site location in a designated area subject to no future disturbance. The location of the reburial shall be acceptable to the UAIC.

To track the implementation of this measure, the Tribal Monitor(s) shall document field-monitoring activities on a Tribal Monitor log. The Tribal Monitor(s) shall wear the appropriate safety equipment while on the construction site.

In consultation with the UAIC THPO, the Tribal Monitor and the project proponent shall determine a mutual end or reduction to the on-site monitoring if/when construction activities have a low potential for impacting Tribal Cultural Resources.

In the event the Tribal Monitor does not report to the job site at the scheduled time after receiving 24-hour business day notice, construction activities may proceed without tribal monitoring. At no time, regardless of the presence or absence of a Tribal Monitor, shall suspected TCRs be mishandled or disrespected.

The Nevada County Planning Department shall assist with resolution of disagreements between the project proponent/contractor and the Tribe if such occurs on the project.

Timing: *Prior to and during initial ground disturbance of the site*
Reporting: *Noted on improvement plans; Project proponent/contractor to notify Planning Department of contracted Certified Tribal Monitor(s); Notify Planning Department if TCRs discovered and construction work stopped*
Responsible Agency*: Planning Department*

Mitigation Measure 18C: Unanticipated Discoveries of Tribal Cultural Resources.
If any suspected TCRs or resources of cultural significance to UAIC, including but not limited to features, anthropogenic/cultural soils, cultural belongings or objects (artifacts), shell, bone, shaped stones or bone, or ash/charcoal deposits are discovered by any person during construction activities including ground disturbing activities, all work shall pause immediately within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. Work shall cease in and within the immediate vicinity of the find regardless of whether the construction is being actively monitored by a Tribal Monitor, cultural resources specialist, or professional archaeologist.

A Tribal Representative and the Nevada County Planning Department shall be immediately notified, and the Tribal Representative in coordination with the Planning Department shall determine if the find is a TCR (PRC §21074) and the Tribal Representative shall make recommendations for further evaluation and treatment as necessary.

The culturally affiliated Tribe shall consult with the Nevada County Planning Department to (1) identify the boundaries of the new TCR and (2) if feasible, identify appropriate preservation in place and avoidance measures, including redesign or adjustments to the existing construction process, and long-term management, or 3) if avoidance is infeasible,

a reburial location in proximity of the find where no future disturbance is anticipated. Permanent curation of TCRs will not take place unless approved in writing by the culturally affiliated Tribe.

The construction contractor(s) shall provide secure, on-site storage for culturally sensitive soils or objects that are components of TCRs that are found or recovered during construction. Only Tribal Representatives shall have access to the storage. Storage size shall be determined by the nature of the TCR and can range from a small lock box to a conex box (shipping container). A secure (locked), fenced area can also provide adequate on-site storage if larger amounts of material must be stored.

The construction contractor(s) and the Nevada County Planning Department shall facilitate the respectful reburial of the culturally sensitive soils or objects. This includes providing a reburial location that is consistent with the Tribe's preferences, excavation of the reburial location, and assisting with the reburial, upon request.

Any discoveries shall be documented on a Department of Parks and Recreation (DPR) 523 form within 2 weeks of the discovery and submitted to the appropriate CHRIS center in a timely manner.

Work at the TCR discovery location shall not resume until authorization is granted by the Nevada County Planning Department in coordination with the culturally affiliated Tribe.

If articulated or disarticulated human remains, or human remains in any state of decomposition or skeletal completeness are discovered during construction activities, the County Coroner and the culturally affiliated Tribe shall be contacted immediately. Upon determination by the County Coroner that the find is Native American in origin, the Native American Heritage Commission will assign the Most Likely Descendent who will work with the project proponent to define appropriate treatment and disposition of the burials.

Timing: *During project-related grading or construction*
Reporting: *Noted on improvement plans; Notify Planning Department if TCRs discovered and construction work stopped*
Responsible Agency: *Planning Department*

Mitigation and Monitoring Matrix

MEASURE #	MONITORING AUTHORITY	IMPLEMENTATION TIMING
1A	Planning Department	Prior to building permit issuance
1B	Planning Department	Prior to building permit issuance
3A	Planning Dept./NSAQMD	During grading/construction
3B	Planning/Building Depts.	During construction
3C	Planning/Building Depts.	Prior to grading
3D	Planning/Building Depts.	During construction
3E	Planning/Building Depts.	During construction
3F	Planning/NSAQMD	Prior to issuance of grading/imp. permits
4A	Planning Department	Prior to and during construction
4B	Planning Department	Plantings installed first Fall after project approval

5A	Planning Department	Prior to the issuance of building/grading permits and during construction
7A	Building Department	Prior to issuance of grading or improvement permits and during construction
10A	Planning Department	Prior to grading/building permit issuance and during construction
10B	Planning Department	Prior to grading/building permit issuance and during construction
13A	Planning Department	After issuance of certificate of occupancy for each building; During occupancy by tenants
13B	Public Works/Building/Planning Department	Details of sound walls provided on improvement plans; Walls constructed prior to issuance of certificate of occupancy for proposed Building #1
13C	Public Works/Building/Planning Department	During construction
17A	Caltrans/Public Works Dept.	Prior to certificate of occupancy for proposed Building #1
17B	Caltrans/Public Works Dept.	Prior to certificate of occupancy for proposed Building #1
17C	Caltrans/Public Works Dept.	Prior to approval of improvement plans
18A	Planning Department	Prior to any project-related grading or construction
18B	Planning Department	Prior to and during initial ground disturbance of the site
18C	Planning Department	During project-related grading or construction

Initial Study and Checklist

Introduction

This checklist is to be completed for all projects that are not exempt from environmental review under the California Environmental Quality Act (CEQA). CEQA requires a brief explanation for answers to the Appendix G: Environmental Checklist except "No Impact" responses that are adequately supported by noted information sources. Answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts. This Initial Study uses the following terms to describe the level of significance of adverse impacts. These terms are defined as follows.

- **No Impact**: An impact that would result in no adverse changes to the environment.
- **Less than Significant Impact**: An impact that is potentially adverse but does not exceed the thresholds of significance as identified in the impact discussions. Less than significant impacts do not require mitigation.

- **Less than Significant with Mitigation**: An environmental effect that may cause a substantial adverse change in the environment without mitigation, but which is reduced to a level that is less than significant with mitigation identified in the Initial Study.
- **Potentially Significant Impact**: An environmental effect that may cause a substantial adverse change in the environment; either additional information is needed regarding the extent of the impact to make the significance determination, or the impact would or could cause a substantial adverse change in the environment. A finding of a potentially significant impact would result in the determination to prepare an EIR.

1. Aesthetics

Existing Setting: The project parcel is approximately 3.31-acres in size comprised of relatively flat to gently sloping terrain located along the south side of State Highway 174, approximately 0.7 miles west of Brunswick Road and 1.7 miles southeast of the city limits of Grass Valley. The northwest portion of the parcel along State Highway 174 (approximately 0.7 acres) is located within the Cedar Ridge Rural Center. Directly north of the project site across State Highway 174 is the Ophir Hill Fire station. A post office and various commercial uses are located further east along State Highway 174. Adjacent to the northeast is a gas service station/auto repair business. To the east, south, and west of the project site are rural residences.

Views of the project site are seen by travelling east and west along State Highway 174 which is designated as a Scenic Highway. The public views from State Highway 174 consist of mixed commercial and residential development with evergreen trees located in between developed areas along the highway. Access to the project site is from Hobart Lane, a private road that extends south from State Highway 174 through the middle portion of the subject parcel and terminates at a dead-end approximately 320 feet southeast of the project site.

Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation**	**Less Than Significant Impact**	**No Impact**	**Reference Source (Appendix A)**
a. Have a substantial adverse effect on a scenic vista?			✓		A,1
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			✓		A,3; F,2
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			✓		A,3; F,2
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		✓			A,4

Impact Discussion:

1a.,b. The project parcel contains two zoning districts: C1 (Community Commercial) and RA-3 (Residential Agricultural, 3-acre minimum). The parcel has corresponding General Plan designations of Neighborhood Commercial (NC) and Estate (EST). A portion of the parcel is located within the Cedar Ridge Rural Center. The purpose of Rural Centers is for the development of existing centers to provide a focus for Rural Regions. Rural Centers should have a mix of uses which may include residential, commercial, office, business park, and public or institutional uses to create a visual identity related to the rural character of the region.

A scenic vista is typically considered to be a view that possesses visual and aesthetic qualities of high value to the public. Scenic vistas can provide views of natural features or significant structures and buildings. The project site is developed with a residence, a construction trailer, and other accessory structures. The site also contains a significant number of trees. Adjacent to the north is the Ophir Hill Fire Station, to the northeast is a gas service station/auto repair business, and to the east, south, and west are rural residences.

The proposed project requires review and approval of a Development Permit for the construction of three (3), two-story buildings, each with five (5) residential units and three (3) light industrial units. These proposed buildings, along with paved parking areas and other related improvements, will be located on the eastern portion of the subject parcel.

The property is located along a designated Scenic Highway pursuant to the State Department of Transportation (Caltrans) and the Nevada County General Plan (Chapter 18: Aesthetics). While existing trees on the property will need to be removed to allow for the proposed buildings and related improvements, Building #1 will be located approximately even with the rear of the existing single-family residence on the property to the west and approximately 160 feet south of State Highway 174. Building #1 will be mostly screened from view from the highway by the existing gas service station/auto repair building located on the parcel directly to the north. Buildings #2 and #3 will be located directly behind Building #1 which will limit their visibility from the highway. In addition, existing trees located along the State Highway 174 frontage, in front of the existing single-family residence, will provide screening of the proposed buildings from vehicles traveling east along the highway.

The proposed buildings will incorporate contemporary and attractive design standards using colors (browns and greens) that will allow them to better blend in to their natural surroundings. Building and parking lot landscaping will also assist in providing screening. Based on this information, potential impacts to scenic vistas and scenic resources including state scenic highways are considered ***less than significant.***

1c. The project parcel is located within and adjacent to the Cedar Ridge Rural Center. Parcels to the northeast and further east are developed with existing commercial and public use development (fire station and post office). The project will result in trees and other vegetation being removed from the property to provide area for the proposed mixed-use buildings, parking lot areas, and other related improvements. Required landscaping of the site in accordance with County requirements and the design details of the proposed buildings will lessen the potential for impacts. A ***less than significant*** impact is anticipated to the existing visual character or quality of public views of the site and its surroundings.

1d. The project will create a new source of lighting associated with the subject property. New lighting associated with the proposed mixed-use buildings will include building wall mounted lighting and interior building lighting that may be seen from building windows. The applicant is not proposing separate pole lighting within the parking lot and circulation areas. These new sources of light may be considered a visual impact; however, the project will be required to meet the Nevada County Code to ensure lighting is compatible with the surrounding area, including not allowing for light spill outside of the property boundaries. New proposed lighting will utilize the latest LED technology and will be downcast and directed downwards in compliance with local site development standards to prohibit light trespass and limit unnecessary light pollution. Having all commercial lighting be downward facing and fully shielded is standard for all commercial development in Nevada County and generally will be ensured by a standard condition of approval for the project.

The applicant submitted a preliminary lighting plan dated September 18, 2025, that shows proposed locations of building wall mounted lighting. Based on this lighting plan, LED outdoor wall sconce lighting is proposed on the south side of proposed Building #1, north side of proposed Building #2, and the south side of Building #3. This plan shows that as proposed, there will not be on site lighting that spills off the project site. To address potential lighting impacts, recommended **Mitigation Measure 1A** requires all outdoor light fixtures to be fully shielded and downward facing to eliminate glare and prevent light trespass onto neighboring properties. In addition, fixtures shall have high efficiency lamps. **Mitigation Measure 1B** requires a final photometric plan to be submitted prior to building permit issuance. The final plan shall confirm that all lighting can be kept on site and recommends providing bulbs with less intensity, a reduction in height of lighting fixtures, or removal or relocation of light standards to achieve this requirement. Applicable lighting standards will be required to be met for this parcel. Overall, proposed lighting will not substantially and adversely impact day and nighttime views in the area. With the incorporation of these mitigation measures, potential impacts from proposed lighting is anticipated to be ***less than significant with mitigation***.

Mitigation: To reduce potential light impacts the following mitigation measures shall be required:

Mitigation Measure 1A. Outdoor Light Fixtures. All outdoor light fixtures shall be fully shielded and downward facing to eliminate glare and prevent light trespass onto neighboring properties. Fixtures shall have high efficiency lamps. High pressure sodium, and mercury vapor light fixtures are prohibited.

Timing: *Prior to building permit issuance*
Reporting: *Agency approval of permits or plans*
Responsible Agency: *Planning Department*

Mitigation Measure 1B. Final Photometric Plan. The applicant shall provide a final lighting and photometric plan that identifies all outdoor lighting fixtures and property lines and demonstrates all project lighting will be maintained on site. This plan shall include all project lighting including but not limited to parking lot and circulation lighting, wall lighting, sign lighting, and landscaping lighting. This plan shall demonstrate all lighting values are at “0” at all property lines. Recommended methods for reducing potential light spill include: reducing the lumen output of proposed lighting systems, reducing the height of the proposed lights, reducing the number of proposed lights and relocating lights farther into the interior of the parcel.

Timing: *Prior to building permit issuance*
Reporting: *Agency approval of permits or plans*
Responsible Agency: *Planning Department*

2. Agricultural and Forestry Resources

Existing Setting: The project site is not considered Prime Farmland, Unique Farmland, or Farmland of Statewide Significance by the State of California Farmland Mapping and Monitoring Program. The site is currently developed with a residence and accessory structures and is designated as Urban and Built-Up Land and Other Land by the California Department of Conservation (California Important Farmland, 2023). The project site is surrounded by developed parcels to the north, east, and west that are also designated as Urban and Built-Up Land, and to the south and southeast by parcels designated as Other Land. The northwest portion of the site is within the Cedar Ridge Rural Center and this application proposes to amend the General Plan to include the entire parcel within this Rural Center. There are no active Williamson Act contracts or agricultural uses on the project parcel. There is no Timberland Production Zone (TPZ) or Forest (FR) zoning on the subject parcel, and no forestry uses are existing on these parcels or in the project vicinity.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✓	A,5
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓	A
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resource Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				✓	A
d. Result in the loss of forest land or conversion of forest land to non-forest use?				✓	A
e. Involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				✓	A

Impact Discussion:

2a. The project parcel does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as identified by the Farmland Mapping and Monitoring Program under the California Department of Conservation. There is no existing agricultural use on the parcel. Therefore, ***no impact*** to protected farmlands is anticipated.

2b. There are no Williamson Act contracts on the subject project parcel. The subject parcel has a zoning classification of Neighborhood Commercial (C1) and Residential Agricultural (RA-3). This project proposes to rezone the entire property to Business Park (BP) zoning to accommodate the proposed mixed residential/light industrial uses. With approval of the project there will be no agricultural zoning applied to the property. Therefore, ***no impact*** to zoning for agricultural use or Williamson Act contracts are anticipated.

2c,d,e. The subject property is not zoned for forest land use, and no change of zoning classification is proposed that would otherwise cause rezoning of forest land. The project will not result in loss of forest land or conversion of forest land to non-forest use. The property is designated as Urban and Built-Up Land and Other Land by the California Department of Conservation (California Important Farmland, 2023). and would not result in the conversion of farmland to non-agriculture land use. There are no aspects of the project proposal that could result in conversion of farmland or forest land. Therefore, there is ***no impact*** to forest land or timberland.

Mitigation Measures: None required.

3. Air Quality

Existing Setting: Nevada County and the Cedar Ridge Rural Center area is in the Mountain Counties Air Basin (MCAB). The Northern Sierra Air Quality Management District (NSAQMD) is the local agency responsible for air quality planning with authority over air pollutant sources within Nevada County. Responsibilities of the NSAQMD include, but are not limited to, preparing plans for the attainment of ambient air quality standards, adopting and enforcing rules and regulations concerning sources of air pollution, issuing permits for stationary sources of air pollution, inspecting stationary sources of air pollution and responding to citizen complaints, monitoring ambient air quality and meteorological conditions, and implementing programs and regulations required by the federal Clean Air Act and the Clean Air Act Amendments.

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law. These regulated air pollutants are known as “criteria air pollutants” and are categorized into primary and secondary pollutants. Primary air pollutants are those that are emitted directly from sources. The following regulated air pollutants were evaluated:

Carbon monoxide (CO) is a colorless, odorless, toxic gas produced by incomplete combustion of carbon substances, such as gasoline or diesel fuel. The primary adverse health effect associated with CO is interference with normal oxygen transfer to the blood, which may result in tissue oxygen deprivation.

Reactive organic gases (ROG) are compounds comprising primarily atoms of hydrogen and carbon. Internal combustion associated with motor vehicle usage is the major source of hydrocarbons. Other sources of ROG include evaporative emissions associated with the use of paints and solvents, the application of asphalt paving, and the use of household consumer products such as aerosols. Adverse effects on human health are not caused

directly by ROG, but rather by reactions of ROG to form secondary pollutants such as ozone.

Nitrogen oxides (NOX) serve as integral participants in the process of photochemical smog production. The two major forms of NOX are nitric oxide (NO) and nitrogen dioxide (NO2). NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure. NO2 is a reddish-brown irritating gas formed by the combination of NO and oxygen, a byproduct of fuel combustion. NO2 also contributes to the formation of PM10 (particulates having an aerodynamic diameter of 10 microns—or 0.0004 inch—or less in diameter) and ozone. NOX acts as an acute respiratory irritant and increases susceptibility to respiratory pathogens.

Particulate matter (PM) consists of solid and liquid particles of dust, soot, aerosols, and other matter, which are small enough to remain suspended in the air for a long period of time. Particulate matter can be divided into several size fractions. Coarse particles (PM10) are between 2.5 and 10 microns in diameter and arise primarily from natural processes, such as wind-blown dust or soil. Fine particles (PM2.5) are less than 2.5 microns in diameter and are produced mostly from combustion or burning activities.

A portion of the particulate matter in the air is due to natural sources such as wind-blown dust and pollen, which are associated with the aggravation of respiratory conditions. Man-made sources include combustion, automobiles, field burning, factories, and road dust. Primary sources of PM10 emissions are road traffic, construction, open burning, and wildfires. The amount of particulate matter and PM10 generated is dependent on the soil type and the soil moisture content. Traffic also generates particulate matter emissions through the entrainment of dust and dirt particles that settle onto roadways and parking lots.

The emission rates were calculated for the construction and occupancy phases of the project. To assess the significance of the air quality impacts, the daily emission rates of the various air pollutants were compared to the NSAQMD's threshold of significance.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Conflict with or obstruct implementation of the applicable air quality plan?		✓			A,6
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?		✓			A,6
c. Expose sensitive receptors to substantial pollutant concentrations?			✓		A,6; G
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			✓		A,6

Impact Discussion:

3a,b To address potential air quality impacts, an Air Quality Analysis was prepared for the project by Millennium Planning & Engineering (Revised December 2025). For purposes of the assessment, California Emissions Estimator Model (CalEEMod) version 2022.1.1.35 was used to quantify emissions and identify mitigation measures to reduce pollutants. CalEEMod is a statewide land use emissions computer model accepted by the air districts of California to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations. The model quantifies direct emissions from construction and operations (including vehicle and off-road equipment use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. Construction emissions are typically short-term impacts and operational emissions are considered long-term based on day-to-day operations. The model also identifies mitigation measures to reduce criteria pollutant and GHG emissions along with calculating the benefits achieved from measures chosen by the user. These mitigation measures were developed and adopted by the California Air Pollution Control Officers Association (CAPCOA) in collaboration with various air districts. Default data (e.g., emission factors, trip lengths, source inventory, etc.) have been provided by individual air districts to account for local conditions and requirements. Where specific data is known to be more accurate than default data, it is added to the model and a brief explanation was given for each instance.

The NSAQMD has developed thresholds of significance to determine air quality impacts associated with land use proposals. Thresholds of significance are based on a source's projected impacts and are a basis from which to apply mitigation measures (*NSAQMD March 15, 2021*). The NSAQMD has developed a tiered approach to significance levels: a project with emissions meeting Level A thresholds will require the most basic mitigations; projects with projected emissions in the Level B range will require more extensive mitigations; and those projects within Level C thresholds will require the most extensive mitigations. If emissions for NOx, ROG and PM10 exceed the Level C thresholds, then there is a *significant* impact; below Level C is *potentially significant*. The NSAQMD-recommended thresholds are identified below:

NSAQMD THRESHOLDS OF SIGNIFICANCE			
Significance Level	Project-Generated Emissions (lbs/day)		
	ROG	NO_X	PM_{10}
Level A	*<24*	*<24*	*<79*
Level B	*24–136*	*24–136*	*79–136*
Level C	*>136*	*>136*	*>136*
Source: NSAQMD Guidelines for Assessing and Mitigating Air Quality Impacts of Land Use Projects. (March 15, 2021)			

As shown in the table, NSAQMD has developed a tiered approach to determine significance levels based on a range of emissions levels. According to the NSAQMD Guidance, emissions that exceed 136 lbs./day (Level C) are considered to be significant. In addition, if emissions of two or more pollutants are determined to be within Level B, emissions are determined to be significant.

The results of the analysis indicate that air quality impacts would be less than significant for all air pollutants, both for the construction phase and operational phase (See Tables 1

and 2 below), and would be further reduced through project design & construction requirements:

TABLE 1

Construction Criteria Pollutants Emissions Summary

Criteria Pollutants	Average Daily Emissions Without Reduction Measures (lbs/day)	Threshold Level	Significance
ROG	2.2	A (< 24)	Less than significant
NO_X	5.0	A (< 24)	Less than significant
CO	6.0	N/A	Less than significant
SO2	0.01	N/A	Less than significant
PM_{10}	0.29	A (< 79)	Less than significant
$PM_{2.5}$	0.20	N/A	Less than significant

Source: NSAQMD Guidelines for Assessing and Mitigating Air Quality Impacts of Land Use Projects dated March 15, 2021; and CalEEMod version 2022.1.1.35
(See Section 2.1 of attached CalEEMod Report for data)

TABLE 2

Operational Criteria Pollutants Emissions Summary

Criteria Pollutants	Average Daily Emissions Without Reduction Measures (lbs/day)	Threshold Level	Significance
ROG	1.7	A (< 24)	Less than significant
NO_X	0.89	A (< 24)	Less than significant
CO	5.5	N/A	Less than significant
SO2	0.01	N/A	Less than significant
PM_{10}	0.64	A (< 79)	Less than significant
$PM_{2.5}$	0.18	N/A	Less than significant

Source: NSAQMD Guidelines for Assessing and Mitigating Air Quality Impacts of Land Use Projects dated March 15, 2021; and CalEEMod version 2022.1.1.35
(See Section 2.4 of attached CalEEMod Report for data)

Based on the NSAQMD requirements, State emission reduction measures, and the Nevada County Code, each of the criteria pollutants listed in Tables 1 & 2 will be reduced

during the construction phase, operational phase or both phases with implementation of the following mitigation measures:

- Alternatives to open burning of site-cleared vegetative material will be used unless otherwise deemed infeasible by the NSAQMD. Among suitable alternatives are chipping, mulching, or conversion to biomass fuel **(Mitigation Measure 3A)**; and
- Grid power shall be used (as opposed to diesel generators) for job site power needs where feasible during construction. **(Mitigation Measure 3B)**; and
- Pre-Grading activities shall comply with all NSAQMD regulations pertaining to dust control and shall include a long-term dust suppression plan to be approved by the NSAQMD. Any other applicable State and/or Federal Air Quality regulations shall be adhered to and implemented. **(Mitigation Measure 3C)**; and
- Water exposed soil during active construction at a specific frequency to achieve dust suppression. (CalEEMod Quantified Mitigation C-10-A – Factored into calculations, see section 5.6.2 of attached CalEEMod report). **(Mitigation Measure 3D)**.
- Apply water at a specific frequency during active site clearing, tree, and vegetation removal to achieve dust suppression. (CalEEMod Quantified Mitigation C-10-B –Factored into calculations, see section 5.6.2 of attached CalEEMod report). **(Mitigation Measure 3E)**

In addition, all development projects under the jurisdiction of the NSAQMD with an area of disturbance greater than one acre are required to prepare a Dust Control Plan pursuant to Rule 226 (Dust Control). The proposed project will disturb approximately two acres and therefore, a Dust Control Plan will be required to be submitted and approved by the NSAQMD as a mitigation measure **(Mitigation Measure 3F)** . The proposed project's required implementation of the Dust Control Plan will help to further minimize construction-related emissions of fugitive dust, which is a component of PM_{10}, from the levels presented in Table 1.

With the above mitigation measures required, the proposed project would not be anticipated to result in emissions that would conflict with or obstruct implementation of the applicable regional air quality plans or result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard. Thus, the proposed project would result in a ***less than significant with mitigation*** impact.

3c. Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and/or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Sensitive receptors are typically defined as facilities where sensitive receptor population groups (i.e., children, the elderly, the acutely ill, and the chronically ill) are likely to be located. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and medical clinics. The nearest sensitive receptors to the project site include the existing single-family residences located on parcels adjacent to the east, west, and south.

The major pollutant concentrations of concern are localized CO emissions, toxic air contaminant (TAC) emissions, and criteria pollutant emissions. Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. High levels of localized CO concentrations are only expected where background levels are high, and traffic volumes and congestion levels are high. Emissions of CO are of potential concern, as the pollutant is a toxic gas that results from the incomplete combustion of carbon-containing fuels such as gasoline or wood.

While the subject property is located along the south side of State Highway 174, traffic volumes and congestion levels on this road are not anticipated to be high enough to create a significant impact to future residents of the project. In addition, the proposed buildings will have a substantial setback from the highway with Building #1 being located approximately 160 feet to the south and the two other buildings located farther away.

Another category of environmental concern is toxic air contaminant (TAC) emissions. The California Air Resources Board's (CARB) *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook) provides recommended setback distances for sensitive land uses from major sources of TACs, including, but not limited to, freeways and high traffic roads, gas stations, chrome plating operations, distribution centers, and rail yards. The CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health risks associated with TACs are a function of both the concentration of emissions and the duration of exposure, where the higher the concentration and/or the longer the period of time that a sensitive receptor is exposed to pollutant concentrations would correlate to a higher health risk.

The proposed project would not involve any land uses or operations that would be considered major sources of TACs, including DPM. While there may be residents of the project who own diesel pick-ups that may idle in the parking lots, the amount of DPM anticipated to be generated is relatively minor and not on the same scale as a commercial business that receives several truck deliveries in a week.

Construction-related activities have the potential to generate TACs, specifically DPM, from on-road haul trucks and off-road equipment exhaust emissions. However, construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project. Health risks are typically associated with exposure to high concentrations of TACs over extended periods of time (e.g., 30 years or greater), whereas the construction period associated with the proposed project is relatively short due to the project being proposed over four phases. Additionally, DPM is known to be highly dispersive, and only portions of the site would be disturbed at a time throughout the construction period. Operation of construction equipment would occur intermittently throughout the course of a day, rather than continuously at any one location on the project site. Operation of construction equipment within portions of the overall development area would allow for the dispersal of emissions and would ensure that construction activity is not continuously occurring in the portions of the project site closest to existing receptors.

In addition, all construction equipment and operation thereof would be regulated per the CARB's In-Use Off-Road Diesel Vehicle Regulation. The In-Use Off-Road Diesel Vehicle Regulation includes emissions reducing requirements such as limitations on vehicle idling, disclosure, reporting, and labeling requirements for existing vehicles, as well as standards relating to fleet average emissions and the use of Best Available Control Technologies. Thus, on-site emissions of PM would be reduced, which would result in a proportional reduction in DPM emissions and exposure of nearby residences to DPM. Project construction would also be required to comply with all applicable NSAQMD rules and regulations, including Rule 501 related to General Permit Requirements.

Considering the intermittent nature of construction equipment operating within an influential distance to the nearest sensitive receptors, the limited duration of construction activities, and compliance with regulations, the likelihood that any one nearby sensitive receptor would be exposed to high concentrations of DPM for any extended period of time would be low. Thus, the proposed project would not expose nearby sensitive receptors to substantial concentrations of TACs associated with construction emissions.

Another concern related to TAC emissions is naturally occurring asbestos (NOA). Asbestos is a term used for several types of naturally occurring fibrous minerals found in many parts of California. The most common type of asbestos is chrysotile, but other types are also found in California. When rock containing asbestos is broken or crushed, asbestos fibers may be released and become airborne. Exposure to asbestos fibers may result in health issues such as lung cancer, mesothelioma (a rare cancer of the thin membranes lining the lungs, chest and abdominal cavity), and asbestosis (a non-cancerous lung disease which causes scarring of the lungs). Because asbestos is a known carcinogen, NOA is considered a TAC. Sources of asbestos emissions include: unpaved roads or driveways surfaced with ultramafic rock; construction activities in ultramafic rock deposits; or rock quarrying activities where ultramafic rock is present. Properties with naturally occurring asbestos are subject to NSAQMD Rule 904, which requires preparation of an Asbestos Dust Mitigation Plan. In addition, the proposed project would be required to comply with all applicable NSAQMD rules and regulations regarding a Dust Control Plan pursuant to District Rule 226.

NOA is typically associated with fault zones, and areas containing ultramafic rock or contacts between ultramafic rock and other types of rocks. According to the Geologic Map of California prepared by the Department of Conservation, the project site is located within an area unlikely to contain NOA, as faults and ultramafic rock deposits are not known to exist in or around the project area.

Based on the above analysis, the proposed project would not be anticipated to result in the production of substantial concentrations of localized CO, TACs, or criteria pollutants. Consequently, the proposed project would result in a ***less than significant*** impact related to the exposure of sensitive receptors to substantial pollutant concentrations.

3d. Emissions of principal concern include emissions leading to odors, emissions that have the potential to cause dust, or emissions considered to constitute air pollutants. Air pollutants have been discussed in sections "a" through "c" above. Therefore, the following discussion focuses on emissions of odors and dust.

Emissions such as those leading to odors have the potential to adversely affect people. Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, quantitative analysis to determine the presence of a significant odor impact is difficult. Typical odor-generating land uses include, but are not limited to, wastewater treatment plants, landfills, and composting facilities. The proposed project would not introduce any such land uses.

Construction activities often include diesel-fueled equipment and heavy-duty trucks, which could create odors associated with diesel fumes that may be considered objectionable. However, construction is temporary, and construction equipment would operate intermittently throughout the course of a day and would likely only occur over portions of the site at a time. In addition, all construction equipment and operation thereof would be regulated per the In-Use Off-Road Diesel Vehicle Regulation. Project construction would also be required to comply with all applicable NSAQMD rules and regulations, particularly associated with permitting of air pollutant sources. The aforementioned regulations would help to minimize air pollutant emissions, as well as any associated odors related to operation of construction equipment. Considering the short-term nature of construction activities, as well as the regulated and intermittent nature of the operation of construction equipment, the proposed project would not be expected to create objectionable odors affecting a substantial number of people.

Furthermore, the NSAQMD regulates objectionable odors through Rule 205 (Nuisance), which prohibits any person or source from emitting air contaminants or other material that result in any of the following: cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; endanger the comfort, repose, health, or safety of any such persons or the public; or have a natural tendency to cause injury or damage to business or property. Rule 205 is enforced based on complaints. If complaints are received, the NSAQMD is required to investigate the complaint, as well as determine and ensure a solution for the source of the complaint, which could include operational modifications. Thus, although not anticipated, if odor complaints are made during construction or operation of the project, the NSAQMD would ensure that such odors are addressed, and any potential odor effects eliminated.

With respect to dust, as noted previously, the proposed project would be required to comply with all applicable NSAQMD rules and regulations. Specifically, implementation of a Dust Control Plan pursuant to District Rule 226 would be sufficient to reduce potential emissions of dust during construction. Following project construction, vehicles operating within the project site would be limited to paved areas of the site, and non-paved areas would be landscaped. Thus, project operations would not include sources of dust that could adversely affect a substantial number of people.

For the reasons described above, development of the proposed project would not result in emissions (such as those leading to odors) adversely affecting a substantial number of people, and a ***less than significant*** impact would result.

Mitigation Measures: To offset potential impacts to air quality, the following mitigation measures shall be required:

Mitigation Measure 3A: Alternatives to open burning. Alternatives to open burning of site-cleared vegetative material shall be used unless otherwise deemed infeasible by the Northern Sierra Air Quality Management District (NSAQMD). Among suitable alternatives are chipping, mulching, or conversion to biomass fuel. This shall be included as a note on all grading and improvement plans.

Timing: *During grading/construction*
Reporting: *Grading/Building plans*
Responsible Agency: *Planning Department/NSAQMD*

Mitigation Measure 3B: Use of grid power. During construction, grid power shall be used (as opposed to diesel generators) for job site power needs where feasible.

Timing: *During construction*
Reporting: *Building plans*
Responsible Agency: *Planning Department/Building Department*

Mitigation Measure 3C: Pre-Grading activities. Pre-Grading activities shall comply with all NSAQMD regulations pertaining to dust control and shall include a long-term dust suppression plan to be approved by the NSAQMD. Any other applicable State and/or Federal Air Quality regulations shall be adhered to and implemented.

Timing: *Prior to grading*
Reporting: *Building plans*
Responsible Agency: *Planning Department/Building Department*

Mitigation Measure 3D: Water exposed soil. Water exposed soil during active construction at a specific frequency to achieve dust suppression. (CalEEMod Quantified Mitigation C-10-A – Factored into calculations, see section 5.6.2 of attached CalEEMod report).

Timing: *During construction*
Reporting: *Noted on Building plans*
Responsible Agency: *Planning Department/Building Department*

Mitigation Measure 3E: Water during site clearing. Apply water at a specific frequency during active site clearing, tree, and vegetation removal to achieve dust suppression. (CalEEMod Quantified Mitigation C-10-B –Factored into calculations, see section 5.6.2 of attached CalEEMod report).

Timing: *During construction*
Reporting: *Noted on Building plans*
Responsible Agency: *Planning Department/Building Department*

Mitigation Measure 3F: Dust Control Plan. Prior to issuance of grading and improvement permits, a Dust Control Plan shall be submitted to the Northern Sierra Air Quality Management District pursuant to Rule 226 and approved. Include the approved Dust Control Plan on the project plans using clear phrasing and enforceable conditions, under its own heading. Provide evidence of NSAQMD approval to Nevada County with permit application submittal. The plan shall include but not be limited to the following measures, which shall also be included on all construction plans:

a. Contact details must be provided for the person/s responsible for ensuring that all dust control measures are performed in a timely manner during all phases of project construction.
b. All material excavated, stockpiled, or graded shall be sufficiently watered, treated, or covered to prevent fugitive dust from leaving the property boundaries and causing a public nuisance or a violation of an ambient air standard.
c. All land clearing, grading, earth moving, and excavation activities on the project shall be suspended as necessary to prevent excessive windblown dust when winds are expected to exceed 20 miles per hour.
d. All inactive portions of the site shall be covered, seeded, or watered until a suitable cover is established.
e. All material transported off-site shall be either sufficiently watered, or securely covered to prevent it being entrained in the air, and there must be a minimum freeboard of six inches maintained in the bed of the transport vehicle.
f. All areas with vehicle traffic shall be watered or have dust palliative applied as necessary to minimize dust emissions.
g. The construction contractor shall limit vehicle speeds on unpaved roads to a speed of 15 mph.
h. Paved streets adjacent to the project shall be swept or washed at the end of each day, or as needed to remove excessive accumulation of silt and/or mud which may have resulted from activities at the project site.

Timing: *Prior to issuance of grading and improvement permits*
Reporting: *Grading/Improvement plans*
Responsible Agency: *Planning Department/NSAQMD*

4. Biological Resources

Existing Setting: The subject parcel is 3.31 acres in size and located on the south side of State Highway 174, approximately 1.7 miles southeast of the city limits of Grass Valley. The northwest portion of the site is located within the Cedar Ridge Rural Center. The general topography of the parcel is characterized as gently sloped from north to south within the parcel with slight sloping to the southwest. Directly north of the project site across State Highway 174 is the Ophir Hill Fire station. Adjacent to the northeast is a gas service station/auto repair business. To the east, south, and west of the project site are rural residences.

The project site is currently developed with a single-family residence, construction trailer, and various storage structures. Most of the trees located on-site are incense cedar and ponderosa pine. The project area contains small clusters of native oak trees, generally California black oak with scattered interior live oak. Policy 13.2A of the County General Plan requires that all discretionary land use applications conduct a site-specific biological inventory to determine the presence of special status species or habitat for such species that may be affected by a proposed project. In order to address this requirement and potential impacts to biological resources, a Biological Resources Assessment (June 2023) was prepared for the project by Greg Matuzak Environmental Consulting.

According to the Biological Resources Assessment, the subject parcel is located in an area best characterized as lower montane coniferous forest habitat with an open area within the northwestern corner and within the eastern sections of the Project area. The open areas correspond to the existing structures within the northwestern section of the subject parcel and the proposed industrial and residential development area east of Hobart Lane within the Project area. The Project area does not contain landmark groves, but it does contain a single, large landmark oak tree about half the way down Hobart Lane within the edge of the eastern side of the road.

The lower montane coniferous forest habitat type includes both conifers and hardwoods. Relatively little understory occurs under the pronounced hardwood tree layer except in the case of the Project area, mountain misery (*Chamaebatia foliolosa*) dominates the herb layer with some dense areas of whiteleaf manzanita (*Arctostaphylos viscida*) within the shrub layer. Most of the manzanita has been removed from the site for fire suppression. Ponderosa pine (*Pinus ponderosa*) and incense cedar (*Calocedrus decurrens*) dominate the Project area. However, some scattered sugar pine (*Pinus lambertiana*), California black oak (*Quercus kelloggii*), interior live oak (*Quercus wislizeni*), and Pacific madrone (*Arbutus menziesii*) occur within the Project area within this habitat type.

Annual grasslands within the open areas of the subject parcel and Project area are dominated by wild oats (*Avena fatua*), ripgut brome (*Bromus diandrus*), soft chess (*Bromus hordeaceus*), medusa head (*Taeniatherum caput medusae*), and filaree (*Erodium cicutarium*). Orchardgrass (*Dactylis glomerata*) and wild rye (*Elymus glaucus*). Non-native grasslands are known to out-compete native grasses and forbs throughout the valley and foothill regions of California. The eastern section of the proposed Project area is located in an area dominated by non-native grasses and forbs given the open nature of that area of the subject parcel.

There are many small to medium sized oak trees scattered within the Project area and they are dominated by California black oak with some interior live oak mixed in. There is a single large California black oak on the parcel that contains a diameter at breast height of approximately 48 inches (two split trunks approximately 24 inches in diameter each at breast height - definition of landmark oak tree). In addition, the Project area does not contain any landmark grove of oak woodlands (33% canopy cover or greater). The remaining scattered oak trees within the Project area are all small to medium size trees (dbh of 6 to 24 inches).

Nevada County Code Section 12.04.215 contains provisions to protect both Landmark Trees and Landmark Groves when a development project is proposed. A Landmark Tree includes any oak tree that is thirty-six (36) or more inches in diameter measured at breast height (DBH = 4' 6"), and a Landmark Grove includes hardwood tree groves with a 33+% canopy closure. Projects that propose to remove or disturb Landmark Trees and/or Landmark Groves may only be approved with review and approval of a Management Plan. Based on the single large California black oak that contains a diameter at breast height of approximately 48 inches referenced above, an oak resources management plan was required to be submitted with the project.

Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation**	**Less Than Significant Impact**	**No Impact**	**Reference Source (Appendix A)**
a. Have a substantial adverse effect, either		✓			A,7

directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?					
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?				✓	A,7
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓	A,7
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				✓	A,7
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		✓			A,4
f. Conflict with the provisions of an adopted Habitat Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓	A

Impact Discussion:

4a. Greg Matuzak Environmental Consulting conducted a biological field survey of the subject parcel on June 9, 2023. The purpose of the survey was to identify habitat and vegetation types within the Project area and to determine the potential of any special-status plant and wildlife species to occur within the area. The entirety of the Project area was surveyed on foot and a list of plant and wildlife species observed during the field survey was compiled.

Plant communities were classified based on the California Wildlife Habitat Relationships System developed by the California Department of Fish and Wildlife (CDFW). The CDFW also manages the California Natural Diversity Data Base (CNDDB), which is a database inventory of the locations of rare and endangered plants, wildlife, and natural communities in California. The dominant plant community on the parcel is lower montane coniferous forest habitat. There are no other habitats within the project area besides the open sections of the subject parcel that are dominated by non-native annual grassland species.

As previously noted, there are many small to medium sized oak trees scattered within the Project area and they are dominated by California black oak with some interior live oak mixed in. Nevada County Code Section 12.04.215 contains provisions to protect both Landmark Trees and Landmark Groves when a development project is proposed. There is

a single large California black oak on the parcel that contains a diameter at breast height of approximately 48 inches (two split trunks approximately 24 inches in diameter each at breast height). This tree meets the County's definition of a Landmark Tree. There are no Landmark Groves located on the subject parcel.

Based on the field survey conducted, there are no aquatic resources within the Project area. There are no mapped aquatic features within the National Wetland Inventory or National Hydrography Database (NWI and NHD) within or directly adjacent to the Project area. Additionally, there are no areas within the Project site that contain riparian or wetland vegetation.

Special status species were considered for the Biological Resources Assessment based on a current review of the California Natural Diversity Data Base (CNDDB) and database information provided by the United States Fish and Wildlife Service (USFWS) for the Project area. The database searches revealed nine (9) species, including: Scadden Flat checkerbloom, Pine Hill Flannelbush, brownish beaked-rush, dubious pea, finger rush, California black rail, coast horned lizard, yellow breasted chat, and Townsend's big-eared bat that have been identified within 3 miles of the Project area. None of these species, nor any other special-status species, were observed during field surveys.

Given the lack of suitable aquatic habitat and a lack of Designated Critical Habitat (DCH) by the USFWS within the Project area for any of these species, none of these species have the potential to occur within the Project area. The Project area does not contain suitable habitat for any special-status species and therefore, the proposed Project would have no impact on any special-status species based on the review below.

According to the Assessment, there is a low potential for nesting raptors and other nesting migratory bird species protected under the Migratory Bird Treaty Act (MBTA) to occur within the Project area. Active and inactive nests within and adjacent to the Project area were not identified during the field survey. The Project area represents marginal potential habitat for bird species protected under the MBTA, such as tree nesting species (raptors) and ground nesting species like the spotted towhee (*Pipilo maculatus*) and dark-eyed junco (*Junco hyemalis*).

If development or ground disturbing activities within the Project area will occur during the nesting season for raptors and ground nesting MBTA protected birds (between March 1st and August 31st), the Assessment states a pre-construction nesting survey shall be conducted if such development activities pose a risk to nest abandonment prior to the fledging of young from such nests.

If any nesting raptors or migratory birds are identified during surveys, active nests shall be avoided and a no-disturbance buffer shall be established around the nesting site to avoid disturbance or destruction of the nest site until after the breeding season or after a wildlife biologist determines that the young have fledged. The extent of these buffers will be determined by a wildlife biologist and will depend on the special-status species present, the level of noise or construction disturbance, line of sight between the nest and the disturbance, ambient levels of noise and other disturbances, and other topographical or artificial barriers. These factors shall be analyzed to make an appropriate decision on buffer distances. The requirement for a pre-construction nesting survey and actions to protect nesting raptors or migratory birds is addressed as **Mitigation Measure 4A**.

The Biological Resources Assessment concludes the proposed project will not have an impact on any sensitive biological resources except for the single protected landmark oak tree that will be removed within the eastern section of the Project area. The mitigation for removal of this landmark oak is included below in section 4e.

With the above mitigation measure required, the project will have ***less than significant impact with mitigation*** on special-status species or sensitive natural habitat.

4b,c. The subject parcel does not contain state or federally protected wetlands. The Biological Resources Assessment conducted by Greg Matuzak Environmental Consulting states there are no aquatic resources within the Project area. There are no mapped aquatic features within the National Wetland Inventory or National Hydrography Database (NWI and NHD) within or directly adjacent to the Project area. Additionally, there are no areas within the Project site that contain riparian or wetland vegetation. Therefore, the proposed project will not negatively impact watercourse, wetland, riparian areas, their habitats or other sensitive natural communities. The project would therefore have ***no impact*** on wetlands or related habitats.

4d. With no aquatic resources including wetlands, watercourses, or riparian areas on the subject property, there are no native or migratory fish to be impacted. Regarding potential wildlife corridors, the project parcel is located within a "Winter Range" designated deer area. The Project site is not located within any known major deer corridor, known deer holding area, or critical deer fawning area, as identified in the Biological Resources Assessment and the Nevada County General Plan. During the field survey conducted for the Assessment, there were no deer observed on the property. Therefore, there will be ***no impact***.

4e. Nevada County Code Section 12.04.215 contains provisions to protect both Landmark Trees and Landmark Groves when a development project is proposed. A Landmark Tree includes any oak tree that is thirty-six (36) or more inches in diameter measured at breast height (DBH = 4' 6"), and a Landmark Grove includes hardwood tree groves with a 33+% canopy closure. Projects that propose to remove or disturb Landmark Trees and/or Landmark Groves may only be approved with review and approval of a Management Plan. Based on the Biological Assessment identifying a Landmark Tree (California black oak with a total diameter of approximately 48 inches) on the subject parcel, a Management Plan was required to be submitted with the project.

According to the Oak Resources Management Plan contained within the Biological Resources Assessment (Greg Matuzak Environmental Consulting), the Landmark Oak Tree is located in the central portion of the project site along the eastern side of Hobart Lane. This tree will need to be removed for the proposed project and therefore, mitigation for the loss of the tree is required.

As noted in the Management Plan, mitigation shall be through the planting of native California black oak acorns, which are recommended given they are the most plentiful native oak within the Project area and it's the species being removed, with guidelines for management of the mitigation planting area. According to the Management Plan, the habitat value of California black oak is much higher than interior live oak trees.

The mitigation planting area within the subject parcel will be located within the western area of the subject parcel. This area will most likely be the near southwest corner of the parcel where a recreation and open space area for the proposed residents is proposed. This mitigation will help in restoring California black oak to an area currently dominated by ponderosa pine and incense cedar trees. The mitigation proposes to direct seed California black oak acorns collected onsite or in the vicinity, and to protect and enhance any natural California black oak seedlings. Oak planting trials in the Sierra foothill region have determined that direct seeding acorns is more successful than container plantings.

The applicant shall implement the California black oak acorn planting, protection, and enhancement of the existing seedlings in the mitigation planting area. The applicant shall ensure a mitigation planting ratio of 2:1 for every inch of dbh to be removed as part of the Project. Therefore, a minimum of 96 California black oak acorns shall be planted as part of the compensatory mitigation. At the end of 5 years, a minimum 50% survival rate shall be reached to ensure full mitigation of the 48 inches of the landmark California black oak removed as part of the Project. It's assumed that each seedling planted that survives for 5 years will reach a minimum of a 1-inch dbh. Generally, after 5 years successful seedlings are usually considerably larger than the 1-inch dbh and therefore, the successful mitigation would more than compensate for the removal of the 48-inch dbh landmark oak tree.

Acorn plantings shall be installed the first fall following project approval. Maintenance, monitoring, and reporting shall continue for a period of five years following planting. After each subsequent year of monitoring post planting, additional acorns may need to be planted if the survival rate of the initial 96 acorns planted falls below 50%.

A memo-format report and photo documentation prepared by a qualified biologist shall be submitted to the Nevada County Planning Department in October of each year for five years. Maintenance, irrigation, and monitoring throughout the growing season shall be the responsibility of the applicant. A qualified biologist shall conduct a field review of the plantings annually in advance of the annual monitoring report sent to Nevada County to ensure the mitigation is implemented successfully. The reporting will include a survival rate of the initial 96 acorns planted and remediation measures taken if the survival rate of the initial 96 acorns planted falls below 50% survival of the California black oak saplings/trees. Remediation measures would include additional plantings of acorns and changes to maintenance of the planted oaks to ensure survival of a minimum of 50% of the acorns planted. This measure regarding the planting of black oak acorns is being included as **Mitigation Measure 4B**.

With this mitigation measure required, the proposed project will be in compliance with the Nevada County Code and will have a ***less than significant impact with mitigation*** on local policies or ordinances protecting biological resources.

4f. The subject property is not included in any adopted Habitat Conservation Plan or other approved local, regional, or state habitat conservation plan . Therefore, the proposed project would have ***no impact*** on any of these plans.

Mitigation Measures: To offset potential impacts to biological resources, the following mitigation measures shall be required and shall be included in the improvement plans for the project:

Mitigation Measure 4A: Avoid Impacts to Nesting Raptors and Other Birds. The following nest survey requirements apply if construction activities take place during the typical bird breeding/nesting season (typically March 1 through August 31).

Pre-Construction Nest Survey
A pre-construction nesting bird survey shall be conducted by a qualified biologist on the project site and within a 250-foot radius of proposed construction areas no more than seven days prior to the initiation of construction. If there is a break in construction activity of more than 14 days, then subsequent surveys shall be conducted.

If any nesting raptors or migratory birds are identified during surveys, active nests shall be avoided and a no-disturbance buffer shall be established around the nesting site to avoid disturbance or destruction of the nest site until after the breeding season or after a wildlife biologist determines that the young have fledged. The extent of these buffers will be determined by a wildlife biologist and will depend on the special-status species present, the level of noise or construction disturbance, line of sight between the nest and the disturbance, ambient levels of noise and other disturbances, and other topographical or artificial barriers. These factors shall be analyzed to make an appropriate decision on buffer distances.

Survey Report
A report summarizing the survey(s) shall be provided to the County within 30 days of the completed survey and is valid for one construction season. If no nests are found, no further mitigation is required.

Changes to Buffers and Completion of Nesting
Should construction activities cause a nesting bird to do any of the following in a way that would be
considered a result of construction activities: vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest, then the exclusionary buffer shall be increased such that activities are far enough from the nest to stop this agitated behavior. The exclusionary buffer will remain in place until the chicks have fledged or as otherwise determined by a qualified biologist in consultation with the County.

Construction activities may only resume within the buffer zone after a follow-up survey by the Project
Biologist has been conducted and a report has been prepared indicating that the nest (or nests) are no
longer active, and that no new nests have been identified.

Timing: *Prior to and during construction*
Reporting: *Grading/Building plans*
Responsible Agency: *Planning Department*

Mitigation Measure 4B: Impacts to Landmark Oak Trees. The applicant shall implement the California black oak acorn planting, protection, and enhancement of the existing seedlings in the mitigation planting area. The applicant shall ensure a mitigation planting ratio of 2:1 for every inch of dbh to be removed as part of the Project. Therefore, a minimum of 96 California black oak acorns shall be planted as part of the compensatory mitigation. At the end of 5 years, a minimum 50% survival rate shall be reached to ensure full mitigation of the 48 inches of the landmark California black oak removed as part of the Project. It's assumed that each seedling planted that

survives for 5 years will reach a minimum of a 1-inch dbh. Generally, after 5 years successful seedlings are usually considerably larger than the 1-inch dbh and therefore, the successful mitigation would more than compensate for the removal of the 48-inch dbh landmark oak tree.

Acorn plantings shall be installed the first fall following project approval. Maintenance, monitoring, and reporting shall continue for a period of five years following planting. After each subsequent year of monitoring post planting, additional acorns may need to be planted if the survival rate of the initial 96 acorns planted falls below 50%.

A memo-format report and photo documentation prepared by a qualified biologist shall be submitted to the Nevada County Planning Department in October of each year for five years. Maintenance, irrigation, and monitoring throughout the growing season shall be the responsibility of the applicant. A qualified biologist shall conduct a field review of the plantings annually in advance of the annual monitoring report sent to Nevada County to ensure the mitigation is implemented successfully. The reporting will include a survival rate of the initial 96 acorns planted and remediation measures taken if the survival rate of the initial 96 acorns planted falls below 50% survival of the California black oak saplings/trees. Remediation measures would include additional plantings of acorns and changes to maintenance of the planted oaks to ensure survival of a minimum of 50% of the acorns planted.

Timing: *Acorn plantings installed the first fall following project approval; Maintenance, monitoring, and reporting shall continue for a period of five years following planting; Report and photo documentation submitted to Planning Department in October of each year for five years.*
Reporting: *Notify Planning Department when initial planting is completed; Reports from qualified biologist provided in October or each year for five years*
Responsible Agency: *Planning Department*

5. Cultural Resources

Existing Setting:
The subject parcel is 3.31 acres in size and located on the south side of State Highway 174, approximately 1.7 miles southeast of the city limits of Nevada City. The dominant plant community on the parcel is lower montane coniferous forest habitat. Most trees on site are ponderosa pine and incense cedar. The subject parcel is developed with a single-family residence, a construction trailer, and accessory structures. The general topography of the parcel is characterized as gently sloped from north to south within the parcel with slight sloping to the southwest.

A cultural records search was conducted by the North Central Information Center at Sacramento State University (NCIC) and received by the applicant on May 25, 2023. NCIC conducted a complete records search by searching California Historic Resources Information System (CHRIS) maps for cultural resource site records and survey reports in Nevada County within a ¼-mile radius of the proposed project area.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?		✓			A,8

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		✓			A,8
c. Disturb any human remains, including those interred outside of formal cemeteries?		✓			A,8

Impact Discussion:

5a-c. As noted in the above section, a cultural records search was conducted by the North Central Information Center at Sacramento State University (NCIC). A complete records search was conducted by searching California Historic Resources Information System (CHRIS) maps for cultural resource site records and survey reports in Nevada County within a ¼-mile radius of the proposed project area. Based on this search, the proposed project area contains no recorded indigenous-period/ethnographic-period cultural resources and no recorded historic-period cultural resources. The search indicates there is one cultural resources study report on file at the NCIC office that covers all the proposed project area.

Outside the proposed project area, but within the ¼-mile radius, the broader search area contains no recorded indigenous-period/ethnographic-period cultural resources and eleven (11) recorded historic-period cultural resources: historic buildings and State Highway 174. Additionally, nine (9) cultural resources study reports on file at the NCIC office cover a portion of the broader search area.

In this part of Nevada County, archaeologists locate indigenous-period/ethnographic-period habitation sites "along streams or on ridges or knolls, especially those with southern exposure" (Moratto *1984*: 290). This region is known as the ethnographic-period territory of the Nisenan, also called the Southern Maidu. The Nisenan maintained permanent settlements along major rivers in the Sacramento Valley and foothills; they also periodically traveled to higher elevations (Wilson and Towne *1978*: 387-389). The proposed project search area is situated in the Sierra Nevada foothills about 0.6 miles east of Wolf Creek. The subject property was entirely surveyed in 2010 with negative results for both indigenous-period/ethnographic-period cultural resources and historic-period cultural resources. Given the extent of known cultural resources, the environmental setting, and patterns of local history, there is low potential for locating indigenous-period/ethnographic-period cultural resources and historic-period cultural resources within the proposed project area. Based on this information with respect to cultural resources, NCIC has concluded the proposed project area is not sensitive.

While the project area is determined to not be sensitive for the presence of cultural resources, a mitigation measure is being required to address any unanticipated discoveries of cultural or unique paleontological resources onsite. If there are any resources discovered during construction activities including ground disturbing activities, all work shall be stopped immediately within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. Work shall cease within the immediate vicinity of the find, the County Planning Department shall be notified, and a cultural resources specialist, professional archaeologist, or other qualified consultant shall be contacted to evaluate the

find. The cultural resources shall be properly treated based on the recommendations of the consultant.

In addition, if human remains, historical or archaeological resources are discovered inadvertently during on-site grading or construction, a mitigation measure is recommended that requires work be halted and appropriate agencies contacted. Mitigation measures for monitoring of the initial grading and ground disturbance on the site and to address possible inadvertent or unanticipated discoveries are discussed in more detail and contained in Section 18, Tribal Cultural Resources (Mitigation Measures 18B and 18C). With these mitigations required, potential impacts are considered ***less than significant with mitigation***.

Mitigation Measures: To offset potentially adverse cultural resource impacts associated with the project activities, the following **Mitigation Measure 5A** shall be required and shall be included in the improvement plans for the project. **See Mitigation Measures 18A – 18C** in Section 18, Tribal Cultural Resources, for other related measures.

Mitigation Measure 5A. Halt work and contact the appropriate agencies if human remains or cultural materials are discovered during project construction. All equipment operators and employees involved in any form of ground disturbance at any phase of project improvements shall be advised of the remote possibility of encountering subsurface cultural resources. If such resources are encountered or suspected, work shall be halted immediately within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. The Nevada County Planning Department, United Auburn Indian Community of the Auburn Rancheria, and any other interested and affected tribe shall be contacted. A professional archaeologist shall be retained by the developer and consulted to access any discoveries and develop appropriate management recommendations for archaeological resource treatment. If bones are encountered and appear to be human, California Law requires that the Nevada County Coroner and the Native American Heritage Commission be contacted and, if Native American resources are involved, Native American organizations and individuals recognized by the County shall be notified and consulted about any plans for treatment. A note to this effect shall be included on the grading and construction plans for each phase of this project.

Timing: *Prior to the issuance of building/grading permits and during construction*
Reporting: *Agency approval of permits or plans*
Responsible Agency*: Planning Department*

6. Energy

Existing Setting: On February 12, 2019, the Nevada County Board of Supervisors approved the Energy Action Plan (EAP) as the County's unincorporated area's roadmap for expanding energy-efficiency, water-efficiency, and renewable-energy, and the cost-savings that accompany these efforts. The EAP is focused on operations of structures, infrastructure that generates energy, and efficient use of water. The subject parcel is currently developed with an existing single-family residence, a construction trailer, and accessory structures. The project will result in the construction of three (3) residential/industrial mixed-use buildings and related improvements on the project site. Pacific Gas & Electric (PG&E) will serve the proposed facility for electricity.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during construction or operation?			✓		A,9
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			✓		A,9

Impact Discussion:

6a,b. Construction techniques and equipment used to construct the project will be consistent with local and state regulations. Typical construction activities require the use of energy (e.g., electricity and fuel) for various purposes such as the operation of construction equipment and tools, as well as grading and construction travel. The size and scope of the project is not likely to require extraordinary, or non-typical construction equipment, or techniques resulting in a wasteful, or inefficient construction operation. The operation of the proposed residential/industrial buildings will utilize existing available power and energy sources and will be subject to meeting all federal, state and local codes in relation to this use. The local Energy Action Plan does not address energy use during the construction phase, so there is no conflict with the local plan. There is a ***less than significant impact*** related to excessive energy consumption or conflicts with renewable energy or energy efficiency plans.

Mitigation Measures: None required.

7. Geology and Soils

Existing Setting: The subject 3.31-acre parcel is comprised of land with topography that is characterized as gently sloped from north to south within the parcel with slight sloping to the southwest. The parcel is located along the south side of State Highway 174, approximately 0.7 miles west of Brunswick Road and 1.7 miles southeast of the city limits of Grass Valley. Directly north of the project site is the Ophir Hill Fire station. Adjacent to the northeast is a gas service station/auto repair business. To the east, south, and west of the project site are rural residences. The subject parcel is developed with a single-family residence, construction trailer, and various storage structures in the northwest portion of the site.

According to the USDA Soils Map, there are two soil mapping units that occur within the project Study Area: (CmB) Cohasset loam, summits, 2 to 15% slopes covers most of the site, and (AfB) Aiken loam, 2 to 9% slopes, N Low-Mid Montane covers a small portion near the northwest corner of the property. The Cohasset series consists of deep and very deep, well drained soils that formed in material weathered from volcanic rock. These soils are on volcanic ridges and mountains slopes comprised of volcanic mudflows, volcanic conglomerate, volcanic sandstone, tuff or extrusive volcanic rocks and have slopes of 2 to 75 percent. The Aiken series consists of very deep, well drained soils formed in material weathered from basic volcanic rocks. These soils are on broad gently sloping tabular ridges and moderately steep to steep sideslopes of 2 to 70 percent. They formed in material weathered from basic volcanic rocks, primarily tuff breccia.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Directly or indirectly cause potential substantial adverse effects, including risk of loss, injury or death involving: i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii. Strong seismic ground shaking? iii. Seismic-related ground failure including liquefaction? iv. Landslides?				✓	A,16
b. Result in substantial soil erosion or the loss of topsoil?		✓			A,16
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?		✓			A,16
d. Be located on expansive soil creating substantial direct or indirect risks to life or property?		✓			A,16
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?			✓		B
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✓			A,9

Impact Discussion:

7a. The Alquist-Priolo Earthquake Fault Zoning Act was adopted in 1972 to prevent the construction of buildings used for human occupancy on the surface trace of active faults. Ground or fault rupture is generally defined as the displacement that occurs along the surface of a fault during an earthquake. Generally, western Nevada County is in a low intensity zone for earthquake severity.

Regional faulting is associated with the central area of the Foothill Fault System. The Foothill Fault System is a broad zone of northwest trending, east dipping normal faults formed along the margin of the Great Valley and the Sierra Nevada geologic provinces on the western flank of the Sierra Nevada and southern Cascade Mountain ranges.

Staff used the online *California Earthquake Hazards Zone Application* (EQ Zapp; *https://www.conservation.ca.gov/cgs/fgeohazards/eq-zapp*) to determine whether the Site is located within an Earthquake Fault Zone (also known as Alquist-Priolo Zone, or A-P

Zone). A-P Zones are regulatory zones that encompass traces of Holocene-active faults to address hazards associated with surface fault rupture. According to the California Earthquake Hazards Zone Application, the site location is not within an A-P Zone. There are no known faults that cross through the project site.

Based on the parcel not being within an Earthquake Fault Zone and the general geology of the region, the risk of seismically induced hazards such as slope instability, liquefaction, and surface rupture are remote at the project site. Therefore, there is ***no impact*** for impacts to rupture of known earthquake faults, seismic ground shaking, seismic-related ground failure including liquefaction and landslides.

7b,c,d. The project will not result in substantial soil erosion or the loss of topsoil, will not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and will not be located on expansive soil creating substantial direct or indirect risks to life or property. The subject property has topography that is characterized as gently sloped from north to south within the parcel with slight sloping to the southwest.

The applicant will be required to submit complete grading and erosion control plans to the Building Department along with building/grading permit submittals in conformance with the Nevada County Code. The applicant will also be required to submit a detailed Soils Engineering Report and Engineering Geology Report certified by a Civil Engineer registered in the State of California. These requirements are addressed as conditions of approval of the project. By satisfying the requirements of the grading and erosion control plans and incorporating any requirements or recommendations of the Soils Engineering Report and Engineering Geology Report into the project as required by **Mitigation Measure 7A**, potential impacts of soil erosion or loss of topsoil, landslide, lateral spreading, subsidence, liquefaction, or collapse, and expansive soils will be addressed. Therefore, potential impacts will be a ***less than significant impact with mitigation***.

7e. The Nevada County Department of Environmental Health (NCDEH) has reviewed the project and commented their records indicate an onsite soil evaluation (OSSE) permit was finaled on November 15, 2023. The findings report and the site evaluation report both indicate the OSSE was performed in order to determine a repair for the existing 2-bedroom residence, as well as determine soil suitability (primary and repair) for future development of a centralized/cluster sewage disposal system to serve the 3 proposed mixed-use buildings. NCDEH indicates the existing 2-bedroom residence does not have a permit record as it was built prior to establishment of the Environmental Health Department. The applicant has shown on the site plan the existing residential septic system, future repair area, and the 2023 perc and mantle locations. Based on information provided, the existing and proposed construction trailer and accessory structures will not have plumbing that needs to tie in to the existing septic system.

At the request of the NCDEH, the applicant provided an assessment of the existing septic system provided by a septic design professional to assess the existing *Bloody Mary Mix* production and its relationship to the existing septic system serving the residence. Based on the assessment, the existing on-site septic system is operating properly with no signs of failure or deficiency. Wastewater flows associated with the *Bloody Mary Mix* bottling operation are limited and are estimated to be less than 50 gallons per day. The wastewater

generated introduces no hazardous or volatile chemicals to the system from the cleaning products, food waste, or other sources.

Given the low volume, wastewater characteristics, quality of soils, and the current proper function of the system, there is no indication that a septic system modification permit is required at this time. Should the existing system fail or otherwise be compromised, a repair area has been identified by On-Site Soil Evaluation (EH23-0198) that would sufficiently accommodate a replacement system. According to the assessment, the existing septic system is presently functioning adequately, and a modification permit is not necessary.

NCDEH has reviewed and accepted the septic system assessment submitted for the existing residential septic system to receive light manufacturing inputs from the bloody mary mix production. If the existing system fails in the future, steps shall be taken to utilize the repair area or repair the system as required by NCDEH. The existing septic system disposal field shall not be developed on. This will be addressed as a condition of approval.

In addition, an easement will be required to be recorded for all four parcels guaranteeing the proposed centralized sewage systems for the three proposed buildings will have access to the sewage disposal field located on the parcel with the existing residence (currently labeled as "Lot #1" on the OSSE permit). The easement shall allow access by NCDEH and agents for periodic inspection as necessary. Owners of the dwellings and light industrial establishments shall accept collective responsibility for the system and easements shall be granted and recorded between each and every parcel to allow for repairs, maintenance, and inspection of the system(s). This will be addressed as a condition of project approval.

For the on-site Centralized/Cluster Sewage Disposal System, a construction permit application, permit fee, and complete plan set including design criteria and operational details will be required to be submitted to NCDEH for review and approval. This application submittal process and subsequent construction of the sewage disposal system shall be in accordance with the County of Nevada's "On-Site Wastewater Treatment Systems" (OWTS), "Local Area Management Plan" (LAMP), and Title 3 Chapter VI, Article 3 of the County of Nevada Land Use and Development Code. Each Centralized Wastewater System constructed is also required to have an annual operational health permit from NCDEH. Each system shall go through the annual certificate of operation process by submitting maintenance and monitoring details and applicable fees to NCDEH. These requirements will also be addressed as conditions of approval.

Based on this information and with the above noted conditions of approval required, there is a ***less than significant impact*** of soils being incapable of adequately supporting the use of septic systems on the subject property.

7f. There is no evidence of any unique paleontological resources or sites or unique geologic features in the project area. **Mitigation Measure 5A** described in Section 5 (Cultural Resources) above, would require construction to be halted in the unlikely event that there is a discovery of cultural resources, including historic, prehistoric, tribal, and paleontological resources so they can be evaluated and protected. Therefore, impacts to paleontological resources and unique geological features is ***less than significant with mitigation***.

Mitigation Measures: To mitigate potential impacts to geology and soils from project grading and construction, the following mitigation measure, in addition to **Mitigation Measure 5A,** shall be required:

> **Mitigation Measure 7A: Implement the Recommendations of the Soils Engineering Report and Engineering Geology Report.** The applicant shall incorporate the recommendations of the Soils Engineering Report and Engineering Geology Report required by the Nevada County Building Department. These recommendations shall be incorporated in the project design and included in all improvement plans, demolition permit(s), and grading and construction permits.
>
> ***Timing:*** *Prior to issuance of grading or improvement permits/During Construction*
> ***Reporting:*** *Approval of permits or plans/During Construction*
> ***Responsible Agency:*** *Building Department*

8. Greenhouse Gas Emissions

Existing Setting: Global climate change refers to changes in average climatic conditions on the earth, including temperature, wind patterns, precipitation and storms. Global warming, a related concept, is the observed increase in the average temperature of the earth's surface and atmosphere. One identified cause of global warming is an increase of greenhouse gases (GHGs) in the atmosphere. Greenhouse gases are those gases that trap heat in the atmosphere. GHGs are emitted by natural and industrial processes, and the accumulation of GHGs in the atmosphere regulates the earth's temperature. Events and activities, such as the industrial revolution and the increased combustion of fossil fuels (e.g. gasoline, diesel, coal, etc.), are believed to have contributed to the increase in atmospheric levels of GHGs. GHGs that are regulated by the State and/or EPA are carbon dioxide (CO2), methane (CH4), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF6) and nitrous oxide (NO2). Emission inventories typically focus on GHG emissions due to human activities only, and compile data to estimate emissions from industrial, commercial, transportation, domestic, forestry, and agriculture activities. CO2 emissions are largely from fossil fuel combustion and electricity generation. Agriculture is a major source of both methane and NO2, with additional methane coming primarily from landfills. Most HFC emissions come from refrigerants, solvents, propellant agents, and industrial processes, and persist in the atmosphere for longer periods of time and have greater effects at lower concentrations compared to CO2. Global warming adversely impacts air quality, water supply, ecosystem balance, sea level rise (flooding), fire hazards, and causes an increase in health-related problems.

In September 2006, AB 32, the California Climate Solutions Act of 2006, was enacted. Among other requirements, AB 32 required the California Air Resources Board (CARB) to identify statewide level of GHG emissions in 1990 to serve as the emissions limit to be achieved by 2020, and to develop and implement a Scoping Plan. On September 8, 2016, AB 197 and Senate Bill (SB) 32 were enacted with the goal of providing further control over GHG emissions in the State. SB 32 built on previous GHG reduction goals by requiring that the CARB ensure that statewide GHG emissions are reduced to 40 percent below the 1990 level by 2030.

In addition, the Governor signed Senate Bill 97 in 2007 directing the California Office of Planning and Research to develop guidelines for the analysis and mitigation of the effects of greenhouse gas emissions and mandating that GHG impacts be evaluated in CEQA documents. CEQA

Guidelines Amendments for GHG Emissions were adopted by OPR on December 30, 2009. The Northern Sierra Air Quality Management District (NSAQMD) has prepared a guidance document, Guidelines for Assessing Air Quality Impacts of Land Use Projects, which includes mitigations for general air quality impacts that can be used to mitigate GHG emissions when necessary. Continuing to reduce greenhouse gas emissions is critical for the protection of all areas of the state, but especially for the state's most disadvantaged communities, as those communities are affected first, and, most frequently, by the adverse impacts of climate change, including an increased frequency of extreme weather events, such as drought, heat, and flooding.

Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation**	**Less Than Significant Impact**	**No Impact**	**Reference Source (Appendix A)**
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓		A,6
b. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?			✓		A,6

Impact Discussion:

8a,b. Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on earth. An individual project's GHG emissions are at a micro-scale level relative to global emissions and effects to global climate change; however, an individual project could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. As such, impacts related to emissions of GHG are inherently considered cumulative impacts. To address potential GHG impacts, an Air Quality Analysis was prepared for the project by Millennium Planning & Engineering (Revised December 2025).

The proposed project is located within the jurisdictional boundaries of Northern Sierra Air Quality Management District (NSAQMD), which does not currently have any established thresholds for GHG emissions. However, NSAQMD prefers that GHG emissions are quantified for decision-makers and the public to consider. Similar to the NSAQMD, Nevada County has not adopted GHG emission thresholds. Thus, the Air Quality Analysis takes the reasonable approach of applying thresholds of the nearby air pollution control districts of Placer County Air Pollution Control District (PCAPCD) and Sacramento Metropolitan Air Quality Management District (SMAQMD). These districts measure GHG emissions by metric ton of CO2 equivalents per year (MTCO2e/yr.). The PCAPCD and SMAQMD thresholds of significance are identified in the table below:

GHG THRESHOLDS OF SIGNIFICANCE ($MTCO_2e$ / yr)		
Air District	Construction Threshold	Operational Threshold
PCAPCD	*10,000*	*1,100*
SMAQMD	*1,100*	*1,100*
Sources: PCAPCD. CEQA Handbook Thresholds of Significance Justification Report (October 2016) *SMAQMD. CEQA Guide, SMAQMD Thresholds of Significance Table (May 2015)*		

It should be noted that construction GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change. Tables 3 and 4 from the applicant's Air Quality Analysis contain summaries of the project's calculated construction GHG emissions and operational GHG emissions, and are included below:

TABLE 3 Construction GHG Emissions Summary		
Construction Emissions	**Average Unmitigated Annual GHG Emissions ($MTCO_2e$/yr)**	**Thresholds Exceeded?**
Total Emissions	**185.9**	
PCAPCD Threshold	10,000	NO
SMAQMD Threshold	1,100	NO
Source: CalEEMod version 2022.1.1.35 *(See Section 2.1 of attached CalEEMod Report for data)*		

TABLE 4 Operational GHG Emissions Summary		
Operational Emissions	**Average Unmitigated Annual GHG Emissions ($MTCO_2e$/yr)**	**Thresholds Exceeded?**
Total Emissions	**186.7**	
PCAPCD Threshold	1,100	NO
SMAQMD Threshold	1,100	NO
Source: CalEEMod version 2022.1.1.35 *(See Section 2.4 of attached CalEEMod Report for data)*		

According to the tables above, the proposed project's average unmitigated annual GHG emissions for both construction and operations are well below both PCAPCD and SMAQMD thresholds.

Based on the above information, the proposed project would not be considered to generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and a ***less than significant*** impact would occur.

Mitigation Measures: None required

9. Hazards and Hazardous Materials

Existing Setting: No existing or proposed schools are located within one-quarter mile of the project area. The nearest schools are Union Hill Elementary Charter School and Union Hill Middle School, located approximately 0.85-mile northwest of the project site. The project area is approximately 1.9 miles southwest of the Nevada County Airport runway and based on the Nevada County Airport Land Use Compatibility Plan Compatibility Policy Map, is located outside of the Nevada County Land Use Compatibility Plan area. The project site is not located in the vicinity of a private airstrip.

The Department of Toxic Substances Control (DTSC) EnviroStor database was utilized to check for past hazardous information on the project property and no hazardous information resulted from this search. Similarly, the State Water Resources Control Board online GeoTracker database was utilized, with no hazardous information being identified for the subject parcel. Based on the GeoTracker search, an underground storage tank (UST) cleanup case for a diesel fuel leak on the neighboring parcel to the northeast (gas station/auto repair business) took place in 1999. A no further action (NFA) letter was issued. According to the County Environmental Health Department, there are no abandoned mine lands (AML) on the subject parcel. The subject parcel is located directly across State Highway 174 from the Ophir Hill Fire Station (approximately 75 feet) and is within a designated Very High Fire severity zone (Cal Fire, Fire Hazard Severity Zones, December 2022).

Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation**	**Less Than Significant Impact**	**No Impact**	**Reference Source (Appendix A)**
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓		A,B
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			✓		A,B
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✓	A

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?				✓	A,11
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				✓	A, 10
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓		A,C,E
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			✓		A,D,E

Impact Discussion:

9a,b. The proposed project would not result in the routine transport and use of hazardous materials to the site and would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Trips to the site will involve residents coming and going to their residential units. Work in the industrial suites by residents may involve the use of some hazardous materials. Due to the construction phase of the project and work conducted in the industrial suites, some items used and stored are likely to be considered hazardous.

The Nevada County Environmental Health Department has reviewed the project and commented the applicant and/or facility operators shall adhere to all applicable codes and regulations regarding the storage of hazardous materials and the generation of hazardous wastes set forth in California Health and Safety Code 25100 - 25258.2 including the electronic reporting requirement to the California Environmental Reporting System (CERS). In addition, the applicant and/or facility operators must apply for and obtain a permit for the storage of hazardous materials and the generation of hazardous wastes from the Nevada County Department of Environmental Health (NCDEH), the Certified Unified Program Agency (CUPA) within 30 days of being subject to said regulations.

Based on the above information, potential impacts of the proposed project would be a ***less than significant*** related to routine transport, use, or disposal of hazardous materials.

9c. There are no existing or proposed schools within one-quarter mile of the proposed project. The nearest schools (Union Hill Elementary Charter School and Union Hill Middle School) are located approximately 0.85-mile northwest of the subject property. Therefore, there would be ***no impact*** related to hazardous emissions or substances near a school.

9d. No portion of the project area is included on the State of California Hazardous Waste and Substances Sites (Cortese) List of hazardous materials sites. The Environmental Health Department has reviewed the project and has no record of hazardous materials used or generated, or hazardous wastes disposed of, on this site. There are no known abandoned mine lands (AML) on this parcel known to this Department. Therefore, the project would not create significant hazard to the public or the environment, and ***no impact*** would occur.

9e. The project area is located approximately 1.8 miles southwest of the Nevada County Airport. Based on the Nevada County Airport Land Use Compatibility Plan Compatibility Policy Map, it's located outside of the Nevada County Land Use Compatibility Plan area. Therefore, there would be ***no impact.***

9f. The project site is not located within one of the five (5) study areas assessed in the Nevada County Evacuation Study (February 2024). In the event of a wildfire or other emergency, residents of the project would exist via Hobart Lane to State Highway 174, which would serve as the primary route for traffic traveling north to Grass Valley/Nevada City and southeast to Interstate 80. While the project would locate workers and residents in the area that would need to evacuate, both during construction and after construction is completed, the project site is adjacent to the south side of State Highway 174 and would not significantly hinder the flow of traffic during an evacuation. The applicant will be required to comply with the requirements of the Ophir Hill Fire Protection District as well as the Office of the County Fire Marshal's requirements. Based on this information and since the Ophir Hill Fire Protection District fire station is located directly across the street, potential impacts are considered to be ***less than significant.***

9g. Although the project is located within a Very High Fire Hazard Severity Zone, the project parcel is within and adjacent to the Cedar Ridge Rural Center which is developed with some commercial and public uses (fire station, post office). The project proposes to amend the existing General Plan designation of the subject 3.31-acre parcel from Estate (EST) and Neighborhood Commercial (NC) to the Business Park (BP) designation. The General Plan Amendment is also required to expand the Cedar Ridge Rural Center area boundary which currently encompasses approximately 0.7 acres of the site to include the entire subject property. The project will be constructed to current California Building and Fire Code requirements which includes installing an automatic fire sprinkler system within each building and providing additional fire safety requirements. Therefore, the potential to expose people or structures to wildland fire hazards would be decreased. As such, the proposed project would result in ***less than significant*** *impacts* related to this issue.

Mitigation Measures: None required.

10. Hydrology and Water Quality

Existing Setting: The project area is located in western unincorporated Nevada County, approximately 1.7 miles southeast of the city limits of Grass Valley, within and adjacent to the Cedar Ridge Rural Center. There are no streams or rivers on the project property. In addition, there are no aquatic resources including wetlands, drainages, or riparian habitat present on the project parcel. The project site is not located within or near a 100-year flood hazard zone according to the Federal Emergency Management Agency's (FEMA) Flood Information Maps. Finally, the project

site is not located within any groundwater basins or priority basins identified by the DWR Bulletin 118, or the Sustainable Groundwater Management Act (SGMA) Basin Prioritization Dashboard. The nearest DWR Bulletin 118 basins are the North and South Yuba Subbasins of the Sacramento Valley Basin (5-21.60 and 5-021.61, respectively) which are approximately eighteen (18) miles west of the proposed project site.

Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation**	**Less Than Significant Impact**	**No Impact**	**Reference Source (Appendix A)**
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?		✓			A
b. Substantially decrease groundwater supplies or interfere with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			✓		A
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: i) Result in substantial erosion or siltation on- or off-site; ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site; iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or iv) impede or redirect flood flows?		✓			A,18
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				✓	A
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?		✓			A
f. Place housing within a 100-year flood hazard area as mapped on a federal Flood hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓	A
g. Place within a 100-year flood hazard area structures that would impede or redirect flood flows?				✓	A

Impact Discussion:

10a,e. The project proposes to amend the existing General Plan designation of the subject 3.31-acre parcel from Estate (EST) and Neighborhood Commercial (NC) to the Business Park (BP) designation. The General Plan Amendment is also required to expand the Cedar

Ridge Rural Center area which currently encompasses approximately 0.7 acres of the site to include the entire subject property.

The project also includes a proposed Zoning Map Amendment from the existing split zoning of Neighborhood Commercial (C1) and Residential Agricultural (RA-3) to Business Park, Site Performance and Rural Center Combining (BP-SP-RC). A Comprehensive Master Plan is required for development of Business Park District zoned properties located outside of an adopted Area Plan. The property is currently developed with a single-family residence, a construction trailer, and various storage structures that will remain and a private road (Hobart Lane). Access to Hobart Lane is from State Highway 174.

A Development Permit is required for light industrial uses within the Business Park zoning district. The project proposes a four-phase mixed-use development plan, with a total of nine (9) commercial/light industrial units and fifteen (15) single-bedroom residential units. Total buildout will result in three (3), two-story buildings, each with five (5) residential units and three (3) light industrial units. Phase 1 will involve permitting the existing "Cirino's Bloody Mary Mix" business being operated from the existing single-family residence, resolution of the existing code compliance case associated with this business (CC20-0201) and establishing a storage and maintenance yard located behind the single-family residence. Phases 2-4 will each involve construction of one (1) mixed use building, associated parking and other improvements, and installation of a septic system to serve each building.

The Development Permit is also required to permit the existing storage containers, existing and proposed construction trailers and existing "Cirino's Bloody Mary Mix" manufacturing operations on site. The project includes a Management Plan application to allow for the removal of one (1) landmark oak tree on the project site. A Petition for Exception to Road Standards has also been filed to reduce the right of way width required by the A-1 Standard Drawing for Hobart Lane from 50 feet to 30 feet.

The Tentative Parcel Map proposes to create four (4) lots ranging from 0.43-acres to 1.84-acres in size with the construction of one (1) two-story building on each of Lots 2-4, and the existing single-family residence, proposed storage and maintenance yard, recreation/open space area, and septic systems located on Lot 1. Other associated improvements include forty-nine (49) parking stalls and internal driveways, lighting, and landscaping. The proposed project is a part of the Cedar Ridge Rural Center and includes a Fire Protection and Evacuation Plan.

Pursuant to Nevada County General Plan Policy 11.6A, commercial and industrial development of one (1) acre or greater in size must provide oil, grease, and silt traps. As a condition of project approval, the applicant will be required to provide for oil, grease, and silt traps designed by a registered civil engineer and shall demonstrate that a legally enforceable mechanism for long-term maintenance of these facilities has been provided.

Since the project will disturb more than one acre on the site, a Stormwater Pollution Prevention Plan (SWPP) will be required as a condition of approval for the project. No Groundwater Sustainability Agency, no Groundwater Sustainability Plan, and no sustainability criteria or goals have been established for the project parcel or surrounding

area. Connection to existing Nevada Irrigation District (NID) hydrant and water line supply will be required in accordance with NID requirements. Watering trucks will be filled with municipal water, following granted permission. Potential impacts to adjacent drainage areas could include potential run-off of exposed soils from excavation and equipment related pollutants like oil and gas. To protect water quality, **Mitigation Measures 10A and 10B** requires best management practices for preventative erosion and sediment control measures in the project area, to include distribution of these practices to the contractor to ensure compliance. Erosion control measures will need to be included in the improvement plans that correspond to the development. Therefore, project related impacts to water quality standards and waste discharge requirements would be ***less than significant with mitigation***.

10b. As described above, the project is not located within an area regulated by the Department of Water Resources (DWR) and State Water Resources Control Board (SWRCB) via the Sustainable Groundwater Management Act (SGMA). This project proposal is not defined as a project under the California Clean Water Act §10912(a) and is therefore not required to complete a water supply assessment.

According to the "Site Statistics" table provided on the site plan, forty-two (42) percent of the site will be developed with impervious surfaces (asphalt pavement, concrete, and proposed buildings). Given the project site is 3.31 acres in size, the amount of proposed impervious surfaces is approximately 1.40 acres. This amount of area is not large enough to have a significant impact on groundwater supplies or recharge.

There are no prioritized basins or sustainable groundwater management plans for this area, nor is ground water proposed to be used. The project does not propose to interfere or decrease ground water supplies or interfere with groundwater recharge to the extent that sustainability of groundwater management would be impeded. Water service will be provided by municipal water (Nevada Irrigation District), and a Will-Serve letter has been provided by the District. This area is not a part of a sustainable groundwater management plan. Therefore, the proposed project will not result in impacts to groundwater resources. Offsite run-off will be subject to NPDES permitting and Clean Water Act regulations to ensure downstream resource are not impacts by the project. Due to the regulations in place for this type of land use as well as it not being in an area subject to the Sustainable Groundwater Management Act (SGMA) this project's impact would be ***less than significant***.

10c. The proposed project will not alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces. A Preliminary Drainage Report, prepared by Millennium Planning & Engineering, was prepared with the intent to analyze the property and demonstrate the project is designed to ensure post-development flows will not exceed pre-development flows for a 10-year and 100-year storm, per applicable Nevada County drainage requirements. The conclusion of the report is the site has been designed to be in conformance with Nevada County Drainage Standards. For preliminary purposes, stormwater facilities were designed to retain the 85th percentile, 24-hour storm of 1.36 inches. A complete hydrologic, hydraulic, and detention analysis of the storm drain network proposed as part of the project will be completed during final design of the project and submitted to the County Public Works Department. A final drainage report will be required as a condition of approval.

There are no streams, rivers, or other waterways either on the subject parcel or immediately adjacent to it. Proposed impervious surfaces on site include the area covered by the proposed three buildings and paved parking lot areas. The total proposed impervious surface area is 60,805 square feet (approximately 1.40 acres), which results in a 42% coverage with impervious surface over the subject parcel. This is below the maximum 60% of impervious surface coverage that is permitted in the proposed BP zone district and is not anticipated to create any substantial impacts to the amount of surface run off and associated impacts.

The Preliminary Drainage Report submitted with the project demonstrates that the resultant drainage from this project will be captured onsite through stormwater control devices to ensure project post-development flows do not exceed pre-development flows. Storm drainage from impervious areas will be collected and routed through a storm drain system that will direct runoff to an underground treatment facility in the southwest corner of the parcel. Overflow runoff will be directed in the natural drainage pattern with flows not to exceed pre-development calculated flows. As a condition of approval, the applicant will be required to submit grading and drainage plans with an accompanying analysis prepared by a registered civil engineer to demonstrate no net stormwater runoff from the proposed project. Substantial altering of existing drainage patterns will not be impeded nor will flood flows be re-directed because of the project. The area is not in a flood zone so the development will not impede or redirect flood flows. Potential for erosion and siltation on/off-site will be addressed through a project specific geotechnical report. With the implementation of standard geotechnical recommendations as required by **Mitigation Measures 7A** and with the adherence to **Measures 10A and 10B,** which require erosion/sediment control measures and best management practices for stormwater quality in the project area, there will be a ***less than significant with mitigation*** in relation to alteration of existing drainage patterns.

10d. The proposed project site is not located within a 100-year flood hazard zone. The subject parcel is located within Zone “X”, which is defined as “areas determined to be outside the 0.2% annual chance floodplain” in the Flood Insurance Rate Map (FIRM) prepared by the Federal Emergency Management Agency (FEMA). With the project not being in a floodplain or an area prone to flood risk, there would be ***no impact*** associated with risks of releasing pollutants due to project inundation in flood hazard, tsunami, or seiche zones.

10f. As noted above, the project site is not located within a 100-year flood hazard area. Therefore, there will be ***no impacts*** related to placing the proposed housing residential within a flood zone.

10g. The project is not within a 100-year flood hazard area, so there are ***no impacts*** related to structures impeding or redirecting flood flows.

Mitigation Measures: The following water quality mitigation measures/best management practices (BMPs) are required:

Mitigation Measure 10A: Best Management Practices. Implement the following BMPs to minimize construction related impacts to water quality. The following BMPs shall be incorporated into all Contract Documents and Construction Plans for the project and implemented by the contractor to protect water quality:

a. Construction crews shall be instructed in preventing and minimizing water pollution on the job.
b. Interim erosion control measures may be needed and shall be installed during construction to assure adequate erosion control facilities are in place at all times.
c. Straw or rice mulch may be used if needed with a tackifier.
d. All earth moving or excavation activities shall cease when winds exceed 20 mph.
e. Haul trucks shall be always covered with tarpaulins or other effective covers.
f. Use broom and shovels when possible, to maintain a clean site. Use of a hose is not recommended. Introducing water as a cleanup method adds to water pollution.
g. Designate a concrete washout area, as needed; to avoid wash water from concrete tools or trucks from entering storm drain systems. Maintain washout area and dispose of concrete waste on a regular basis.
h. Establish a vehicle storage, maintenance, and refueling area, as needed, to minimize the spread of oil, gas, and engine fluids. Use of oil pans under stationary vehicles is strongly recommended.
i. Dust control measures shall conform to the requirements of the Dust Control Plan submitted to and approved by the Northern Sierra Air Quality Management District (NSAQMD).

***Timing**: Prior to grading/building permit issuance and during construction*
***Reporting**: Agency approval of permits or plans*
***Responsible Agency**: Building/Public Works Department*

Mitigation Measure 10B: Provide copies of BMPs. Copies of the project's Mitigation Monitoring and Reporting Program and all BMPs shall be supplied to the Contractor(s) and their workers to assure compliance with mitigation measures during construction.

***Timing**: Prior to grading/building permit issuance and during construction*
***Reporting**: Agency approval of permits or plans*
***Responsible Agency**: Building/Public Works Department*

11. Land Use and Planning

Existing Setting: The subject property is located in western unincorporated Nevada County on the south side of State Highway 174, approximately 1.7 miles southeast of the city limits of Grass Valley, within and adjacent to the Cedar Ridge Rural Center. The approximate 0.7-acre northwest portion of the property is designated Neighborhood Commercial (NC) by the Nevada County General Plan and is located within the Cedar Ridge Rural Center. The remaining southern and eastern portion of the property (approximately 2.61 acres) is designated Estate (EST) by the General Plan. The parcel has corresponding zoning classifications of Neighborhood Commercial (C1) within the Neighborhood Commercial General Plan designated area in the northwest portion and Residential Agricultural (RA-3) within the Estate designated area in the southern and eastern portion.

The project proposes to amend the existing General Plan designation of the subject 3.31-acre parcel from Estate (EST) and Neighborhood Commercial (NC) to the Business Park (BP) designation. The General Plan Amendment is also required to expand the Cedar Ridge Rural Center area which currently encompasses approximately 0.7 acres of the site to include the entire subject property.

The project also includes a proposed Zoning Map Amendment from the existing split zoning of Neighborhood Commercial (C1) and Residential Agricultural (RA-3) to Business Park, Site Performance and Rural Center Combining (BP-SP-RC). A Comprehensive Master Plan is required for development of Business Park District zoned properties located outside of an adopted Area Plan. The property is currently developed with a single-family residence, a construction trailer, and various storage structures that will remain and a private road (Hobart Lane).

Located north of the subject parcel are properties that are designated Residential (RES), Estate (EST), and Neighborhood Commercial (NC) with corresponding RA-1.5, P, and C1 zoning. These parcels are developed with single-family residences, a fire station, and various public (post office) and commercial uses. To the east and south are properties designated Estate with corresponding RA-3 zoning that are developed with residences. To the west are parcels designated Estate and Neighborhood Commercial that are also developed with residences.

Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation**	**Less Than Significant Impact**	**No Impact**	**Reference Source (Appendix A)**
a. Physically divide an established community?			✓		A
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			✓		A

Impact Discussion:

11a. The proposed project is located within an area of residential, neighborhood commercial, and public uses. The subject property is located within and adjacent to the Cedar Ridge Rural Center. The development of the residential and light industrial use project will not divide an established community. The project will be required to expand the existing Rural Center area to include the entire 3.31-subject parcel. The project is located along the south side of State Highway 174 and between previously developed parcels. All anticipated traffic due to the project will use existing roadways and no traffic closures are expected that could divide the nearby community temporarily during construction. Since there are three other parcels located south of the subject property, care must be taken during the construction phase to ensure these residents have access to their properties along Hobart Lane. As a project condition of approval, the applicant will be required to keep adjacent streets free and clean of project dirt, mud, materials, and debris during the construction period. Based on this information, the proposed project would have a ***less than significant impact*** related to division of an existing community.

11b. The proposed project will not result in a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The subject parcel currently has a General Plan designation of both Neighborhood Commercial (NC) and Estate (EST) and corresponding zoning of Neighborhood Commercial (C1) and Residential Agricultural (RA-3) District. The project proposes to amend the existing General Plan designation of the subject 3.31-acre parcel from Estate (EST) and Neighborhood Commercial (NC) to the Business Park (BP) designation. The General Plan Amendment is

also required to expand the Cedar Ridge Rural Center area which currently encompasses approximately 0.7 acres of the site to include the entire subject property.

The project also includes a proposed Zoning Map Amendment from the existing split zoning of Neighborhood Commercial (C1) and Residential Agricultural (RA-3) to Business Park, Site Performance and Rural Center Combining (BP-SP-RC). A Comprehensive Master Plan is required for development of Business Park District zoned properties located outside of an adopted Area Plan.

The changes in General Plan and zoning designations are needed to accommodate a four-phase mixed-use development plan, with a total of nine (9) commercial/light industrial units and fifteen (15) single-bedroom residential units. Total buildout will result in three (3), two-story buildings, each with five (5) residential units and three (3) light industrial units. Phase 1 will involve permitting the existing "Cirino's Bloody Mary Mix" business being operated from the existing single-family residence, resolution of the existing code compliance case associated with this business (CC20-0201) and establishing a storage and maintenance yard located behind the single-family residence. Phases 2-4 will each involve construction of one (1) mixed use building, associated parking and other improvements, and installation of a septic system to serve each building. The proposed residential and light industrial mixed-use project is consistent with the proposed General Plan and zoning designations and with the intent of the Cedar Ridge Rural Center. As a result, the proposed General Plan and zoning changes are anticipated to have a less than significant impact on land use and planning.

The project is subject to the design standards of the Western Nevada County Design Guidelines. In reviewing the project, special consideration was given to the design and aesthetics of the proposed buildings and related improvements. The project incorporates several design features to enhance the overall aesthetics of the project, including utilizing several different materials and earth tone colors on the proposed buildings, varying roof lines and heights, and various building articulations. As discussed in Aesthetics above, potential lighting impacts are mitigated to ensure compliance with County Standards. Overall, the project is consistent with the County design standards and comprehensive site development standards and subsequently, the project will have a ***less than significant impact*** due to any conflicts with land use plans, policies and regulations that have the purpose of mitigating impacts to environmental resources.

Mitigation Measures: None required.

12. Mineral Resources

Existing Setting: Mineral resources, particularly gold, have played a major role in the history of Nevada County. Since 1849 when gold was first discovered in the area, to the years preceding World War II, most of the County's population was economically supported directly or indirectly by the local gold mining industry. Other metals produced in the County since 1880 include silver, copper, lead, zinc, chromite, and small amounts of tungsten and manganese. Industrial minerals include barite, quartz for silicon production, small amounts of limestone, asbestos, clay, and mineral paint. Also, significant deposits of sand, gravel, and rock types suitable for construction aggregate are exposed throughout the County. (Mineral Land Classification of Nevada County, State Division of Mines and Geology, 1990).

In order to promote the conservation of the state's mineral resources, and ensure adequate reclamation of mined lands, the Surface Mining and Reclamation Act of 1975 (SMARA) was enacted. SMARA requires that the State Geologist classify land in California for its mineral resource potential. Local governments are required to incorporate the mineral and classification reports and maps into their general plans and consider the information when making land use decisions. Areas subject to mineral land classification studies are divided into various Mineral Resource Zone (MRZ) categories that reflect varying degrees of mineral potential. There are no identified mines or mineral resources in the project vicinity.

Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation**	**Less Than Significant Impact**	**No Impact**	**Reference Source (Appendix A)**
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓	A
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓	A

Impact Discussion:

12a,b. The project proposes to amend the existing General Plan designation of the subject 3.31-acre parcel from Estate (EST) and Neighborhood Commercial (NC) to the Business Park (BP) designation. The General Plan Amendment is also required to expand the Cedar Ridge Rural Center area which currently encompasses approximately 0.7 acres of the site to include the entire subject property.

The project also includes a proposed Zoning Map Amendment from the existing split zoning of Neighborhood Commercial (C1) and Residential Agricultural (RA-3) to Business Park, Site Performance and Rural Center Combining (BP-SP-RC). A Comprehensive Master Plan is required for development of Business Park District zoned properties located outside of an adopted Area Plan. The property is currently developed with a single-family residence, a construction trailer, and various storage structures that will remain and a private road (Hobart Lane).

In addition, the project includes a Development Permit for proposed light industrial uses within the proposed Business Park zoning district. The project proposes a four-phase mixed-use development plan, with a total of nine (9) commercial/light industrial units and fifteen (15) single-bedroom residential units. Total buildout will result in three (3), two-story buildings, each with five (5) residential units and three (3) light industrial units.

The Development Permit is also required to permit the existing storage containers, existing and proposed construction trailers and existing “Cirino’s Bloody Mary Mix” manufacturing operations on site. The project includes a Management Plan application to allow for the removal of one (1) landmark oak tree on the project site. A Petition for Exception to Road Standards has also been filed to reduce the right of way width required by the A-1 Standard Drawing for Hobart Lane from 50 feet to 30 feet.

A Tentative Parcel Map proposes to create four (4) lots ranging from 0.43-acres to 1.84-acres in size with the construction of one (1) two-story building on each of Lots 2-4, and the existing single-family residence, proposed storage and maintenance yard, recreation/open space area, and septic systems located on Lot 1.

The subject parcel was previously developed with a residence and accessory structures that will remain on site in addition to the proposed new construction. The subject parcel does not contain known or designated mineral resources. Therefore, there is ***no impact*** related to the loss of known mineral resources.

Mitigation Measures: None required.

13. Noise

Existing Setting: The proposed project site is located along the south side of State Highway 174, approximately 0.7 miles west of Brunswick Road and 1.7 miles southeast of the city limits of Grass Valley. State Route 20 is a two-lane highway with a shared center lane in front of the subject property that begins to taper down in size beginning at the east edge of Hobart Lane (the property's driveway). Located directly north of the property's entrance at Hobart Lane is the Ophir Hills Fire Protection District Station. To the northeast is a post office and various commercial uses, including a gas station/auto repair business located adjacent to the northeast corner of the project site. To the east, south, and west of the project site are residences.

Noise-sensitive land uses are generally defined as locations where people reside or where the presence of unwanted sound could adversely affect the primary intended use of the land. Land uses often associated with sensitive receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Noise sensitive land uses are typically given special attention in order to achieve protection from excessive noise. In the vicinity of the project site, sensitive land uses include existing single-family residences to the east, west, and south of the project site.

The proposed project has the potential to generate noise impacts from construction of the proposed buildings and related improvements, impacts from operation of the light industrial uses, impacts from the resultant residential uses, and from automobiles of residents arriving and departing from the project site. Noise from normal operation of rooftop mechanical equipment (HVAC) could also impact neighboring properties. In order to evaluate and address these potential noise impacts, an Environmental Noise Assessment was prepared by Saxelby Acoustics LLC consultants (August 9, 2024) and submitted with this project.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess standards established in the local General Plan or noise ordinance, or applicable standards of other agencies?		✓			A,13

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
b. Generation of excessive ground borne vibration or ground borne noise levels?			✓		A,13
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			✓		A,13

Impact Discussion:

13a. According to the Environmental Noise Assessment, the existing noise environment in the project area is primarily defined by traffic on State Highway 174. To quantify the existing ambient noise environment in the project vicinity, Saxelby Acoustics conducted continuous (24-hr.) noise level measurements at two locations on the project site: one near the front property line and State Highway 174, west of Hobart Lane, and the other in the central portion of the site. A summary of the noise level measurement survey results is provided in **Table 2** from the Noise Assessment, shown below:

TABLE 2: SUMMARY OF EXISTING BACKGROUND NOISE MEASUREMENT DATA

Location	Date	L_{dn}	Daytime L_{eq}	Daytime L_{50}	Daytime L_{max}	Nighttime L_{eq}	Nighttime L_{50}	Nighttime L_{max}
LT-1: 55 ft. to CL of State Highway 174.	9/7/2023	63	62	57	80	56	46	75
LT-2: 400 ft. to CL of State Highway 174.	9/7/2023	49	45	42	63	42	41	53

- *All values shown in dBA*
- *Daytime hours: 7:00 a.m. to 10:00 p.m.*
- *Nighttime Hours: 10:00 p.m. to 7:00 a.m.*
- *Source: Saxelby Acoustics, 2023.*

The sound level meters were programmed to record the maximum, median, and average noise levels at each site during the survey. The maximum value, denoted Lmax, represents the highest noise level measured. The average value, denoted Leq, represents the energy average of all the noise received by the sound level meter microphone during the monitoring period. The median value, denoted L50, represents the sound level exceeded 50 percent of the time during the monitoring period.

OFF-SITE TRAFFIC NOISE IMPACT ASSESSMENT METHODOLOGY

To assess noise impacts due to project-related traffic increases on the local roadway network, traffic noise levels are predicted at sensitive receptors for existing and future, project and no-project conditions.

Existing and Cumulative noise levels due to traffic are calculated using the Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA RD-77-108). The

model is based upon the Calveno reference noise factors for automobiles, medium trucks and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site.

The FHWA model was developed to predict hourly Leq values for free-flowing traffic conditions. To predict traffic noise levels in terms of Ldn, it is necessary to adjust the input volume to account for the day/night distribution of traffic.

Project trip generation volumes were provided by the project traffic engineer (TJKM 2023), truck usage and vehicle speeds on the local area roadways were estimated from field observations. The predicted increases in traffic noise levels on the local roadway network for Existing and Cumulative conditions which would result from the project are provided in terms of Ldn.

Traffic noise levels are predicted at the sensitive receptors located at the closest typical setback distance along each project-area roadway segment. In some locations sensitive receptors may not receive full shielding from noise barriers or may be located at distances which vary from the assumed calculation distance.

Tables 3 and 4 below summarize the modeled traffic noise levels at the nearest sensitive receptors along each roadway segment in the Project area.

TABLE 3: PREDICTED TRAFFIC NOISE LEVEL AND PROJECT-RELATED TRAFFIC NOISE LEVEL INCREASES

Roadway	Segment	Existing no Project	Existing + Project	Change
SR-174	East of Project Driveway	60.9	61.1	0.2
SR-174	West of Project Driveway	55.9	56.0	0.1
SR-174	North of East Empire Street	62.1	62.2	0.1
SR-174	South of East Empire Street	59.5	59.6	0.1
East Empire Street	West of SR-174	53.9	54.0	0.1
SR-174	North of Brunswick Road	59.2	59.3	0.1
SR-174	South of Brunswick Road	58.8	58.8	0.0
Brunswick Road	East of SR-174	58.7	58.8	0.1

TABLE 4: CUMULATIVE TRAFFIC NOISE LEVEL AND PROJECT-RELATED TRAFFIC NOISE LEVEL INCREASES

Roadway	Segment	Cumulative no Project	Cumulative + Project	Change
SR-174	East of Project Driveway	61.5	61.6	0.1
SR-174	West of Project Driveway	56.5	56.6	0.1
SR-174	North of East Empire Street	62.7	62.7	0.0
SR-174	South of East Empire Street	60.1	60.1	0.0
East Empire Street	West of SR-174	54.5	54.5	0.0
SR-174	North of Brunswick Road	59.8	59.8	0.0
SR-174	South of Brunswick Road	59.4	59.4	0.0
Brunswick Road	East of SR-174	59.3	59.4	0.1

Based upon the **Tables 3 and 4** data, the proposed project is predicted to result in a maximum traffic noise level increase of 0.2 dBA.

EVALUATION OF PROJECT OPERATIONAL NOISE ON EXISTING SENSITIVE RECEPTORS

Project site traffic circulation, light industrial noise, and residential HVAC noise are considered to be the primary noise sources for this project. The following is a list of assumptions used for the noise modeling. The data used is based upon a combination of manufacturer's provided data and Saxelby Acoustics data from similar operations.

On-Site Circulation: The light industrial and commercial component of the project is projected to generate 23 trips in the peak hour (TJKM 2023) and the residential component is predicted to generate 6 trips in the peak hour. Saxelby Acoustics assumed that 7 of these trips could be heavy trucks. Parking lot movements are predicted to generate a sound exposure level (SEL) of 71 dBA SEL at 50 feet for cars and 85 dBA SEL at 50 feet for trucks. Nighttime traffic outside of the AM or PM peak hour is estimated to be approximately 1/2 of daytime trips during nighttime hours (10:00 p.m. to 7:00 a.m.). Saxelby Acoustics data.

HVAC: Assumes a single mini-split condenser for each commercial and residential unit. The units were assumed to have a sound level rating of 64 dBA (manufacturer's data). Steady state HVAC noise does not fluctuate greatly, so exceedances of the County's maximum noise level standard are not predicted to occur.

Light Industrial: The proposed project includes the construction of nine industrial rental units in the proposed buildings. The units could be used for various types of commercial and industrial activities including but not limited to assembly, light manufacturing, and storage. The units include roll-up doors which could allow noise to spill to the exterior of the building. Therefore, Saxelby Acoustics analyzed noise generation of these units assuming that all doors were open and continuous noise generation from every unit were to occur. Assumed noise levels were 55 dBA Leq at a distance of 60 feet outside of the doors. This level of noise generation is typical of a commercial or industrial use including the use of tools, air compressors, vacuums, etc. This analysis assumes that 50% of roll-up doors would remain closed during the day based on observations of similar projects. It was assumed that roll-up doors would be required to remain closed during evening (7:00 p.m. to 10:00 p.m.) hours. The roll-up doors are expected to provide 10 dBA of noise level reduction when closed.

Saxelby Acoustics used the SoundPLAN noise prediction model. Inputs to the model included sound power levels for the proposed amenities, existing and proposed buildings, terrain type, and locations of sensitive receptors. These predictions are made in accordance with International Organization for Standardization (ISO) standard 9613-2:1996 (Acoustics – Attenuation of sound during propagation outdoors). ISO 9613 is the most commonly used method for calculating exterior noise propagation.

EVALUATION OF FUTURE TRANSPORTATION NOISE ON PROJECT SITE

TRAFFIC NOISE

Saxelby Acoustics used the SoundPLAN noise model to calculate traffic noise levels at the proposed residential uses due to traffic on SR 174. Inputs to the SoundPLAN noise model include topography, existing structures, roadway elevations, and the proposed building pad elevations. It was estimated that existing noise levels would increase by approximately +1 dBA based upon predicted increases in traffic volumes on SR 174 (TJKM 2023).

NEVADA COUNTY AIRPORT NOISE

The Nevada County Airport is located approximately 1.8 miles northeast of the project site. No aircraft overflights were observed during visits to the project site. The site is located approximately 1.3 miles outside the airport noise contours as published in the Nevada County Airport Land Use Compatibility Plan.

CONSTRUCTION NOISE ENVIRONMENT

During the construction of the proposed project, noise from construction activities would temporarily add to the noise environment in the project vicinity. As shown in **Table 5** below, activities involved in construction would generate maximum noise levels ranging from 76 to 89 dB at a distance of 50 feet.

TABLE 5: CONSTRUCTION EQUIPMENT NOISE

Type of Equipment	Maximum Level, dBA at 50 feet
Auger Drill Rig	84
Backhoe	78
Compactor	83
Compressor (air)	78
Dozer	82
Dump Truck	76
Excavator	81
Generator	81
Jackhammer	89
Pneumatic Tools	85

Source: Roadway Construction Noise Model User's Guide. Federal Highway Administration. FHWA-HEP-05-054. January 2006.

IMPACTS AND MITIGATION MEASURES

Noise Level Increase Criteria for Long-Term Project-Related Noise Level Increases

Generally, a project may have a significant effect on the environment if it will substantially increase the ambient noise levels for adjoining areas or expose people to severe noise levels. In practice, more specific professional standards have been developed. These standards state that a noise impact may be considered significant if it would generate noise that would conflict with local project criteria or ordinances, or substantially increase noise

levels at noise sensitive land uses. The potential increase in traffic noise from the project is a factor in determining significance. Research into the human perception of changes in sound level indicates the following:

- A 3-dB change is barely perceptible,
- A 5-dB change is clearly perceptible, and
- A 10-dB change is perceived as being twice or half as loud.

A limitation of using a single noise level increase value to evaluate noise impacts is that it fails to account for pre-project noise conditions. **Table 11** below is based upon recommendations made by the Federal Interagency Committee on Noise (FICON) to provide guidance in the assessment of changes in ambient noise levels resulting from aircraft operations. The recommendations are based upon studies that relate aircraft noise levels to the percentage of persons highly annoyed by the noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, it has been accepted that they are applicable to all sources of noise described in terms of cumulative noise exposure metrics such as the Ldn.

TABLE 11: SIGNIFICANCE OF CHANGES IN NOISE EXPOSURE

Ambient Noise Level Without Project, L_{dn}	Increase Required for Significant Impact
<60 dB	+5.0 dB or more
60-65 dB	+3.0 dB or more
>65 dB	+1.5 dB or more

Source: Federal Interagency Committee on Noise (FICON).

Based on the **Table 11** data, an increase in the traffic noise level of 5 dB or more would be significant where the pre-project noise levels are less than 60 dB Ldn, or 3 dB or more where existing noise levels are between 60 to 65 dB Ldn. Extending this concept to higher noise levels, an increase in the traffic noise level of 1.5 dB or more may be significant where the pre-project traffic noise level exceeds 65 dB Ldn. The rationale for the **Table 11** criteria is that, as ambient noise levels increase, a smaller increase in noise resulting from a project is sufficient to cause annoyance.

Temporary Construction Noise Impacts

With temporary noise impacts (construction), identification of "substantial increases" depends upon the duration of the impact, the temporal daily nature of the impact, and the absolute change in decibel levels. The County has not adopted any formal standard for evaluating temporary construction noise which occurs within allowable hours. For short-term noise associated with Project construction, Saxelby Acoustics recommends use of the Caltrans increase criteria of 12 dBA (Caltrans Traffic Noise Protocol, 2020), applied to existing residential receptors in the project vicinity. This level of increase is approximately equivalent to a doubling of sound energy and has been the standard of significance for Caltrans projects at the state level for many years. Application of this standard to construction activities is considered reasonable considering the temporary nature of construction activities.

Traffic Noise Increases at Off-Site Receptors

The FICON guidelines specify criteria to determine the significance of traffic noise impacts. Where existing traffic noise levels are greater than 65 dB Ldn, a +1.5 dB Ldn increase in roadway noise levels will be considered significant. According to **Tables 3 & 4**, the maximum increase in traffic noise at the nearest sensitive receptor is predicted to be 0.2 dBA. Therefore, impacts resulting from increased traffic noise would be considered ***less than significant***, and no mitigation is required.

Operational Noise at Existing Sensitive Receptors

The Nevada County noise level standards are 55 dBA Leq and 75 dBA Lmax during daytime (7:00 a.m. to 7:00 p.m.) hours and 50 dBA Leq and 65 dBA Lmax during evening (7:00 p.m. to 10:00 p.m.) hours.

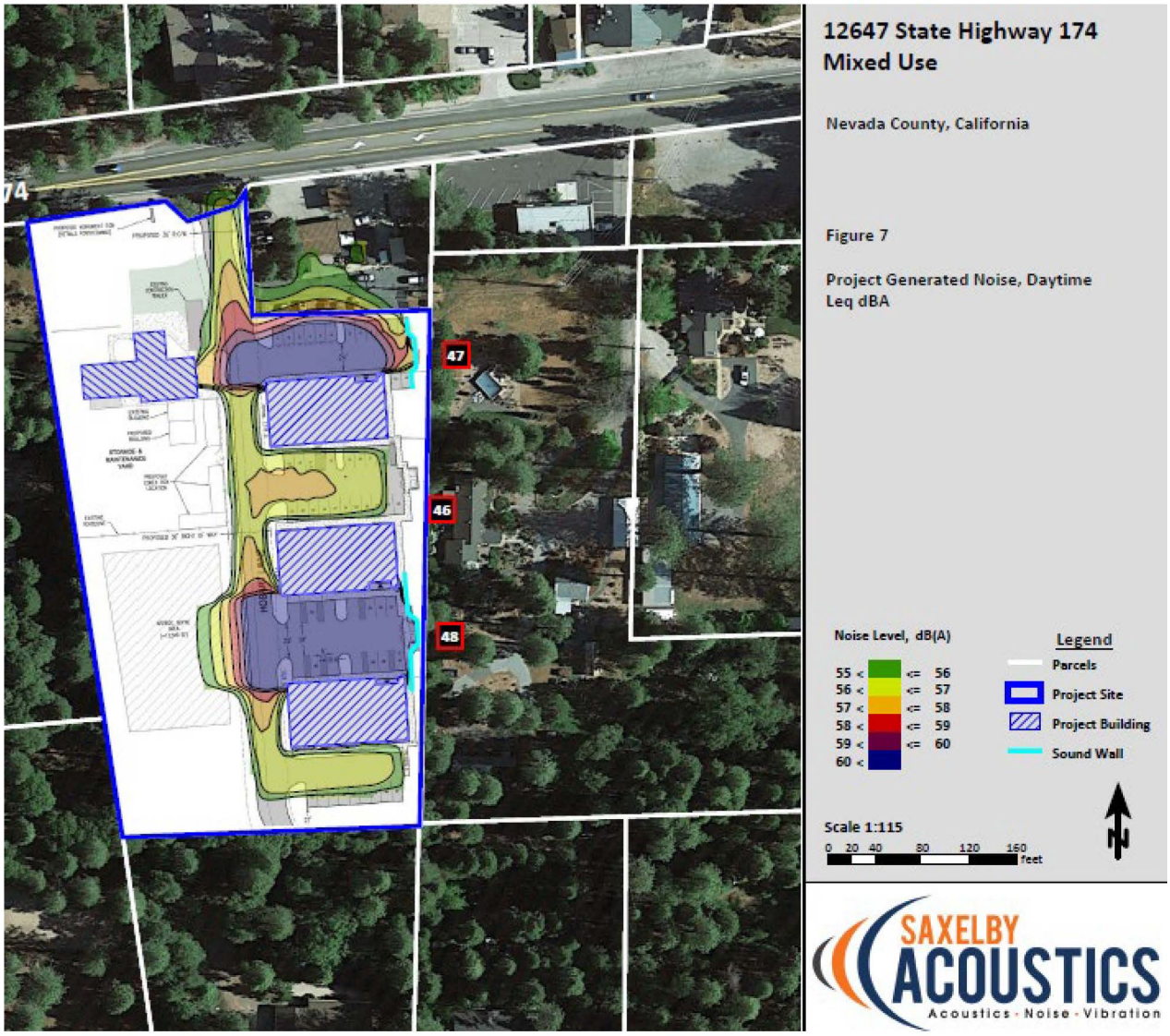
According to the Noise Assessment, the project is predicted to expose nearby residences to the east to noise levels up to 57 dBA Leq during daytime hours. These noise levels would exceed the Nevada County daytime noise level standard of 55 dBA Leq. Therefore, this would be considered a *potentially significant* impact and requires mitigation.

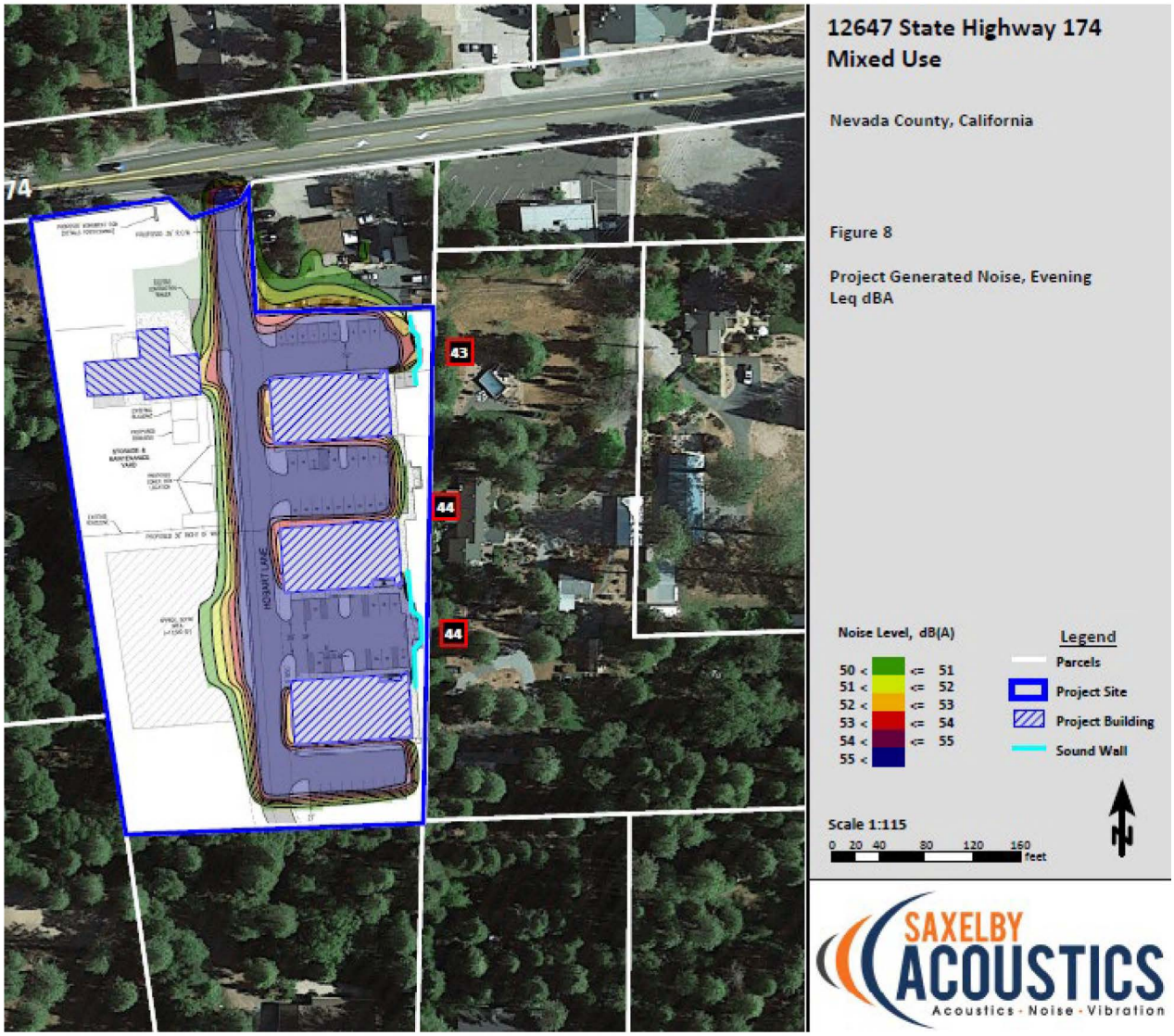
To reduce noise levels to below acceptable thresholds, Saxelby Acoustics recommends the construction of two, 8-foot-tall sound walls as shown in **Figures 7 & 8** below. One sound wall is to be constructed along the east edge of the parking lot area located on the north side of proposed Building #1. The other sound wall will be constructed along the east edge of the parking lot area located between proposed Building #2 and Building #3. As shown in the figures, the walls would reduce noise levels to 48 dBA Leq during daytime hours and 44 dBA Leq during evening hours, which would comply with the County noise level standards.

Maximum noise levels generated by the light industrial uses and on-site vehicle circulation are predicted to be up to 20 dBA above the average (Leq) values. Based on the predicted average noise levels of 48 dBA Leq during daytime hours and 44 dBA Leq during evening hours with mitigation, maximum noise levels would be 68 dBA Lmax during daytime hours and 64 dBA Lmax during evening hours. This would comply with the County's maximum noise level standards.

According to the noise study, this analysis assumes that industrial unit roll-up doors would be required to remain shut during evening (7:00 p.m. to 10:00 p.m.) hours of operation. If roll-up doors were to remain open during these hours, the evening noise level standards could be exceeded.

To address potential noise impacts to neighboring properties, **Mitigation Measure 13A** will restrict operation and use of the light industrial units from 7:00 a.m. to 10 p.m. During the evening hours (7:00 p.m. to 10:00 p.m.), the roll-up doors for the industrial units shall remain closed. In addition, **Mitigation Measure 13B** requires the construction of two, 8-foot-tall sound walls adjacent to the east side of two of the parking lots near the east property line as shown on Figures 7 and 8 of the Noise Assessment prepared by Saxelby Acoustics. Potential noise impacts will therefore be reduced to ***less than significant with mitigation***.


74
47
46
48
12647 State Highway 174
Mixed Use
Nevada County, California
Figure 7
Project Generated Noise, Daytime
Leq dBA
Noise Level, dB(A)
55 < <= 56
56 < <= 57
57 < <= 58
58 < <= 59
59 < <= 60
60 <
Legend
Parcels
Project Site
Project Building
Sound Wall
Scale 1:115
0 20 40 80 120 160
feet
SAXELBY
ACOUSTICS
Acoustics - Noise - Vibration

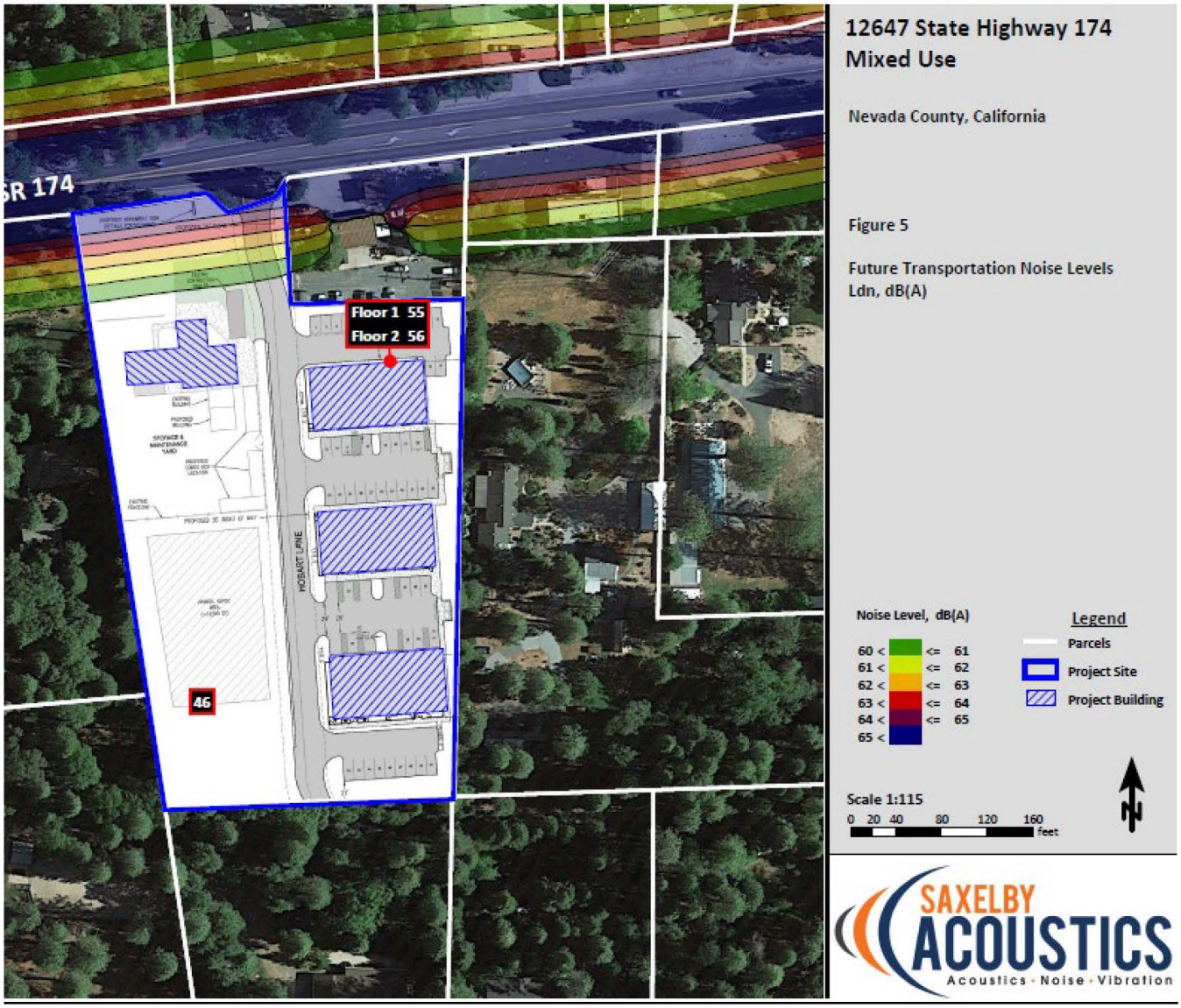


Transportation Noise Impacts on Project Residents

The Noise Assessment also evaluated potential transportation noise impacts (vehicle traffic from State Highway 174) to residents that will occupy the project's residential units. As shown on **Figure 5** below, the residential uses associated with the project are predicted to be exposed to exterior transportation noise levels up to approximately 56 dBA Ldn. This would fall into the "Normally Acceptable" range of 55 to 60 dBA Ldn. Additionally, the project proposes an outdoor activity area at the southwest portion of the project site. As shown on **Figure 5**, the noise level due to transportation noise at this location would be 46 dBA Ldn. This is less than the County's "Clearly Acceptable" range of less than 55 dBA Ldn. Therefore, no additional noise control measures are required.

Based upon **Figure 5**, the proposed project would be exposed to exterior noise levels of up to 56 dBA Ldn at the second-floor building facades closest to SR 174. Modern building construction methods typically yield an exterior-to-interior noise level reduction of 25 dBA1.

Therefore, where exterior noise levels are 70 dBA Ldn, or less, no additional interior noise control measures are typically required. For this project, exterior noise levels are predicted to be up to 56 dBA Ldn, resulting in an interior noise level of 31 dBA Ldn based on typical building construction. This would comply with the Nevada County 45 dBA Ldn interior noise level standard. Therefore, no additional noise control measures would be required.



Operational Noise Impacts on Project Residents

The Light Industrial uses associated with the proposed project are predicted to generate up to 58 dBA Leq and 72 dBA Lmax during daytime (7:00 a.m. to 7:00 p.m.) hours and up to 51 dBA Leq and 65 dBA Lmax during evening (7:00 p.m. to 10:00 p.m.) hours at the exterior of the proposed residences.

The proposed project site will be zoned as Business Park. The allowable exterior noise levels at BP zoned parcels is 65 dBA Leq and 85 dBA Lmax during daytime (7:00 a.m. to 7:00 p.m.) hours and 60 dBA Leq and 70 dBA Lmax during evening and nighttime (7:00 p.m. to 7:00 a.m.) hours. The predicted noise levels of 58 dBA Leq and 72 dBA Lmax during daytime hours and up to 51 dBA Leq and 65 dBA Lmax during evening hours comply with the Nevada County noise level standards.

Neighboring parcels to the east, south, and west are zoned RA-3. Regarding noise standards, the Noise Element of the Nevada County Plan states where two different zoning districts abut, the standard applicable to the lower, or more restrictive, district plus 5 dBA shall apply. If these standards were to be applied to on-site project residents, a 60 dBA Leq would be applied to the daytime hours along with an 80 dBA Lmax, and a 55 dBA Leq would be applied to evening hours along with a 70 dBA Lmax. Even with these more restrictive standards required, the project will still be consistent with the General Plan and would not create significant noise impacts to onsite residents.

The project residents will not have individual back yards for outdoor activities. The project does propose a recreation and open space area, approximately 0.40 acre in size, located in the southwest corner of the subject property west of Hobart Lane for the residents to use for outdoor activities. Based on Figures 3 and 4 contained in the Noise Assessment showing Project Generated Noise Levels, this area is located outside of areas impacted by noise from the project.

Construction Noise

During the construction phases of the project, noise from construction activities would add to the noise environment in the immediate project vicinity. As indicated in **Table 5,** activities involved in construction would generate maximum noise levels ranging from 76 to 89 dBA Lmax at a distance of 50 feet. Construction activities would also be temporary in nature and are anticipated to occur during normal daytime working hours. The Nevada County Municipal Code exempts construction noise from the noise ordinance.

Caltrans defines a significant increase due to noise as an increase of 12 dBA over existing ambient noise levels; Saxelby Acoustics used this criterion to evaluate increases due to construction noise associated with the project. As shown in **Table 5**, construction equipment is predicted to generate noise levels of up to 89 dBA Lmax at 50 feet. Construction noise is evaluated as occurring at the center of the site to represent average noise levels generated over the duration of construction across the project site. The nearest residential uses are located approximately 90 feet as measured from the center of the construction area. At this distance, maximum construction noise levels would be up to 84 dBA. Daytime maximum noise levels of up to 72 dBA were measured in the vicinity of the nearby sensitive receptors. Therefore, project construction would cause an increase of 12 dBA above existing noise levels. This would not exceed the 12 dBA increase criterion. Therefore, no additional noise control measures would be required.

Noise would also be generated during the construction phase by increased truck traffic on area roadways. A project-generated noise source would be truck traffic associated with

transport of heavy materials and equipment to and from the construction site. This noise increase would be of short duration and would occur during daytime hours.

Although construction activities are temporary in nature and would occur during normal daytime working hours, construction-related noise could result in sleep interference at existing noise-sensitive land uses in the vicinity of the construction if construction activities were to occur outside the normal daytime hours. Therefore, impacts resulting from noise levels temporarily exceeding the threshold of significance due to construction would be considered *potentially significant*. To address these impacts, **Mitigation Measure 13C** will restrict construction activities to daytime hours (7 a.m. to 7 p.m.), Monday-Saturday, and includes additional measures to reduce construction noise. With this mitigation required, construction noise impacts will be reduced to ***less than significant with mitigation***.

13b. The primary vibration-generating activities associated with the proposed project would occur during construction when activities such as grading, utilities placement, and parking lot construction occur. **Table 6** below shows the typical vibration levels produced by construction equipment.

TABLE 6: VIBRATION LEVELS FOR VARIOUS CONSTRUCTION EQUIPMENT

Type of Equipment	Peak Particle Velocity at 25 feet (inches/second)	Peak Particle Velocity at 50 feet (inches/second)	Peak Particle Velocity at 100 feet (inches/second)
Large Bulldozer	0.089	0.031	0.011
Loaded Trucks	0.076	0.027	0.010
Small Bulldozer	0.003	0.001	0.000
Auger/drill Rigs	0.089	0.031	0.011
Jackhammer	0.035	0.012	0.004
Vibratory Hammer	0.070	0.025	0.009
Vibratory Compactor/roller	0.210 (Less than 0.20 at 26 feet)	0.074	0.026

Source: Transit Noise and Vibration Impact Assessment Guidelines. Federal Transit Administration. May 2006.

CRITERIA FOR ACCEPTABLE VIBRATION

Vibration is like noise in that it involves a source, a transmission path, and a receiver. While vibration is related to noise, it differs in that noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to the vibration will depend on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating.

Vibration can be measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration measures in terms of peak particle velocities in inches per second. Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of peak particle velocities.

Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. **Table 10** below was developed by Caltrans and shows the vibration levels which would normally be required to result in damage to structures. The vibration levels are presented in terms of peak particle velocity in inches per second.

Table 10 indicates that the threshold for architectural damage to structures is 0.20 in/sec p.p.v. A threshold of 0.20 in/sec p.p.v. is considered to be a reasonable threshold for short-term construction projects.

TABLE 10: EFFECTS OF VIBRATION ON PEOPLE AND BUILDINGS

Peak Particle Velocity		Human Reaction	Effect on Buildings
mm/second	in/second		
0.15-0.30	0.006-0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of "architectural" damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of "architectural" damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize "architectural" damage
10-15	0.4-0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" damage and possibly minor structural damage

Source: Transportation Related Earthborne Vibrations. Caltrans. TAV-02-01-R9601. February 20, 2002.

Construction vibration impacts include human annoyance and building structural damage. Human annoyance occurs when construction vibration rises significantly above the threshold of perception. Building damage can take the form of cosmetic or structural.

The **Table 6** data included above indicates that construction vibration levels anticipated for the project are less than the 0.2 in/sec threshold at distances of 26 feet. Sensitive receptors which could be impacted by construction related vibrations, especially vibratory compactors/rollers, are located further than 26 feet from typical construction activities. At distances greater than 26 feet construction vibrations are not predicted to exceed acceptable levels. Additionally, construction activities would be temporary in nature and would likely occur during normal daytime working hours.

It is expected the project would not result in the exposure of persons to excessive ground borne vibration levels and therefore, this impact is considered to be ***less than significant***.

13c. The project site is not located within the vicinity of a private airstrip or within an airport land use plan. While the Nevada County Airport is located approximately 1.8 miles northeast of the project site, the proposed project is located approximately 1.3 miles outside of the predicted 55 dBA CNEL noise contour contained in the Nevada County Airport Land Use Compatibility Plan. Therefore, noise originating from aircraft will not be a major contributor to the transportation noise environment on site. A ***less than significant*** impact is anticipated.

Mitigation Measures: To reduce potential temporary and permanent noise impacts the following mitigation shall apply:

Mitigation Measure 13A: Use of light industrial units. Operation and use of the light industrial units shall be limited to the hours from 7:00 a.m. to 10 p.m. During the evening hours (7:00 p.m. to 10:00 p.m.), the roll-up doors for the industrial units shall remain closed. These requirements shall be included in the lease agreement/information provided to tenants renting and using these units. A copy of the lease agreement containing this information shall be provided to the Planning Department prior to certificate of occupancy.

Timing: *After issuance of certificate of occupancy for each building; During occupancy by tenants*
Reporting: *Copy of lease agreement provided to Planning Department prior to certificate of occupancy.*
Responsible Agency: *Planning Department*

Mitigation Measure 13B: Construction of sound walls. To achieve the County's exterior noise standards, the owner/applicant shall construct two, 8-foot-tall sound walls on the subject property as shown on Figures 7 and 8 of the Noise Assessment prepared by Saxelby Acoustics (August 2024). One sound wall shall be constructed along the east edge of the parking lot area located on the north side of proposed Building #1. The other sound wall shall be constructed along the east edge of the parking lot area located between proposed Building #2 and Building #3.

These noise barrier walls shall be constructed of concrete panels, concrete masonry units, earthen berms, or any combination of these materials that achieve the required total height. Wood is not recommended due to eventual warping and degradation of acoustical performance. These requirements and details shall be included in the improvement plans prior to their approval by the County's Public Works Department. The owner/applicant shall provide a letter from Saxelby Acoustics (or other qualified noise consultant) verifying the proposed sound wall design will provide sufficient noise attenuation to meet the County's exterior noise standards.

Timing: *Details of sound walls provided on improvement plans; Walls constructed prior to issuance of certificate of occupancy for proposed Building #1*
Reporting: *Details of sound walls provided on improvement plans and building plans*
Responsible Agency: *Public Works/Building/Planning Department*

Mitigation Measure 13C: Limit construction work hours to 7:00 a.m. to 7:00 p.m. Monday-Saturday/Other construction noise mitigations. During grading and

construction, work hours shall be limited from 7:00 a.m. to 7:00 p.m., Monday - Saturday. Prior to issuance of grading and building permits, improvement plans shall include this restriction on the hours of construction.

The following additional construction noise mitigation measures shall be required:

• All construction equipment powered by internal combustion engines shall be properly muffled and maintained.
• Quiet construction equipment, particularly air compressors, are to be selected whenever possible.
• All stationary noise-generating construction equipment such as generators or air compressors are to be located as far as is practical from existing residences. In addition, the project contractor shall place such stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.
• Unnecessary idling of internal combustion engines is prohibited.
• The construction contractor shall, to the maximum extent practical, locate on-site equipment staging areas to maximize the distance between construction-related noise sources and noise sensitive receptors nearest the project site during all project construction.

Timing: *During construction*
Reporting: *Noted on grading, improvement, and building plans.*
Responsible Agency: *Public Works/Building/Planning Department*

14. Population and Housing

Existing Setting: The subject 3.31-acre property is located in western Nevada County on the south side of State Highway 174, approximately 0.7 miles west of Brunswick Road. The northwest portion of the property (approximately 0.7 acres) is located within the Cedar Ridge Rural Center. The northwest portion of the subject property is designated Neighborhood Commercial (NC) by the Nevada County General Plan, while the approximately 2.61-acre remaining portion is designated Estate (EST). The parcel has corresponding zoning classifications of Neighborhood Commercial (C1) and Residential Agricultural (RA-3). Abutting properties to the east, south, and west are mostly zoned RA-3 and developed with residences, while properties to the north are zoned RA-1.5, C1 and P (Public) and are developed with residences, various commercial uses, fire station, and a post office.

The project proposes to amend the existing General Plan designation of the subject 3.31-acre parcel from Estate (EST) and Neighborhood Commercial (NC) to the Business Park (BP) designation. The General Plan Amendment is also required to expand the Cedar Ridge Rural Center area which currently encompasses approximately 0.7 acres of the site to include the entire subject property.

The project also includes a proposed Zoning Map Amendment from the existing split zoning of Neighborhood Commercial (C1) and Residential Agricultural (RA-3) to Business Park, Site Performance and Rural Center Combining (BP-SP-RC). A Comprehensive Master Plan is required for development of Business Park District zoned properties located outside of an adopted Area

Plan. The property is currently developed with a single-family residence, a construction trailer, and various storage structures that will remain and a private road (Hobart Lane).

A Development Permit is required for light industrial uses within the Business Park zoning district. The project proposes a four-phase mixed-use development plan, with a total of nine (9) commercial/light industrial units and fifteen (15) single-bedroom residential units. Total buildout will result in three (3), two-story buildings, each with five (5) residential units and three (3) light industrial units. Phase 1 will involve permitting the existing "Cirino's Bloody Mary Mix" business being operated from the existing single-family residence, resolution of the existing code compliance case associated with this business (CC20-0201) and establishing a storage and maintenance yard located behind the single-family residence. Phases 2-4 will each involve construction of one (1) mixed use building, associated parking and other improvements, and installation of a septic system to serve each building.

The Development Permit is also required to permit the existing storage containers, existing and proposed construction trailers and existing "Cirino's Bloody Mary Mix" manufacturing operations on site. The project includes a Management Plan application to allow for the removal of one (1) landmark oak tree on the project site. A Petition for Exception to Road Standards has also been filed to reduce the right of way width required by the A-1 Standard Drawing for Hobart Lane from 50 feet to 30 feet.

A Tentative Parcel Map proposes to create four (4) lots ranging from 0.43-acres to 1.84-acres in size with the construction of one (1) two-story building on each of Lots 2-4, and the existing single-family residence, proposed storage and maintenance yard, recreation/open space area, and septic systems located on Lot 1.

Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation**	**Less Than Significant Impact**	**No Impact**	**Reference Source (Appendix A)**
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓		A
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				✓	A

Impact Discussion:

14a. The proposed project includes a four-phase mixed-use development plan, with a total of nine (9) commercial/light industrial units and fifteen (15) single-bedroom residential units. Total buildout will result in three (3), two-story buildings, each with five (5) residential units and three (3) light industrial units. A Comprehensive Master Plan is required for the project due to its proposed Business Park District zoning and location outside of an adopted Area Plan.

As proposed, the existing single-family residence will be located on one of the proposed parcels (Parcel 1) and the three mixed-use residential and light industrial buildings will each be located on a separate parcel (Parcels 2-4). The proposed project will result in an increase in residential density on the subject parcel, with the proposed rezoning of the parcel to Business Park, Site Performance and Rural Center Combining (BP-SP-RC).

As noted above, the project will result in construction of fifteen (15) new single-bedroom residential units. While this represents an increase in residential density, the project site is located adjacent to State Highway 174 which can accommodate this increase. With the General Plan Amendment, the entire property will be incorporated into the Cedar Ridge Rural Center. According to the Nevada County General Plan, Rural Centers are intended to provide for the development, within Rural Places, of existing centers to provide a focus for Rural Regions (Land Use Element Policy 1.3.6). Future development within the proposed Business Park General Plan designation is considered appropriate within Rural Centers (Policy 1.3.8).

Based on the requirement for a Comprehensive Master Plan to be approved with the project, the relatively small increase in residential density proposed, and the location of the subject parcel within the Cedar Ridge Rural Center, potential impacts of substantial unplanned population growth are ***less than significant***.

14b. The project is proposed on a property currently zoned for both commercial (C1) and residential uses (RA-3). The subject property is proposed to be rezoned to Business Park, Site Performance and Rural Center Combining (BP-SP-RC) to accommodate the proposed mixed-use development. The existing single-family residence on the property will remain. No residents will be displaced as a result of this project and there is no existing housing that will be impacted that would necessitate the construction of replacement housing elsewhere. The proposed project will include fifteen (15) single-bedroom residential units. Therefore, the proposed project would have ***no impact*** related to the induction or displacement of housing and people.

Mitigation Measures: None required.

15. Public Services

Existing Setting: The following public services are provided to the project parcel:

Fire:	The Ophir Hill Fire Protection District provides fire protection services to the project parcel.
Police:	The Nevada County Sheriff's Department provides law enforcement services.
Schools:	The project site is within the Union Hill School District and the Nevada Joint Union High School District.
Parks:	Located within the Grass Valley/Nevada City Recreation Benefit Zone.
Water:	The site is served by public water from Nevada Irrigation District.
Sewer:	The site is served by on site individual septic systems.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Result in substantial adverse physical impacts associated with the provision of or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following the public services:					
i) Fire protection?			✓		A
ii) Police protection?			✓		A
iii) Schools?			✓		A
iv) Parks?			✓		A
v) Other public services or facilities?			✓		A

Impact Discussion:

15a. The proposed project includes a four-phase mixed-use development plan, with a total of nine (9) commercial/light industrial units and fifteen (15) single-bedroom residential units. Total buildout of the project will result in three (3), two-story buildings, each with five (5) residential units and three (3) light industrial units.

The property site is currently developed with a single-family residence and accessory structures that will remain on site. The addition of the fifteen single-bedroom residential units is not anticipated to have a significant impact on public services including fire protection, police protection, schools, and parks. Services from the local fire protection district and sheriff's department is not anticipated to be significantly impacted by the proposed project The project will be subject to the requirements of the Ophir Hill Fire Protection District including the payment of fire mitigation fees. School district fees will be required to address the additional residential units proposed. Applicable recreation development fees will also be required. Local park use is not anticipated to be substantially increased with the addition of the fifteen residential units. Applicable fees to compensate for service will be paid at time of building permit issuance and/or certificate of occupancy. Additionally, the project has been routed to all applicable service providers during the initial distribution review phase and no comments indicating that services cannot be provided have been received. Therefore, this project is anticipated to have ***a less than significant impact*** on public services.

Mitigation Measures: None required.

16. Recreation

Existing Setting: The project parcel is located within the Grass Valley/Nevada City Recreation Benefit Zone and is currently zoned for both commercial and residential use. The proposed project will rezone the parcel to Business Park, Site Performance and Rural Center Combining (BP-SP-RC) to accommodate the proposed residential and light industrial mixed-use project. There are no parks or recreational areas in the immediate vicinity of the project site. The nearest park or

recreational area is the Empire Mine State Historic Park located approximately 1.1-miles northwest of the project site.

The applicant is proposing a Recreation and Open Space Area, approximately 0.40 acres in size, to be located in the southwest corner of the subject property. This area will contain decomposed granite walkways, picnic tables, bench/seating areas, a ping pong table, and a covered pavilion. The area will be fenced and gated and reserved for residents of the proposed project.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				✓	A
b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?			✓		A
c. Conflict with established recreation uses of the area, including biking, equestrian and/or hiking trails?				✓	A

Impact Discussion:

16a.,c. The proposed residential and light industrial mixed-use project will result in fifteen (15) new single-bedroom residential units, which do not have the potential to increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur. The project will not conflict with established recreation uses of the area, including biking, equestrian and/or hiking trails. Based on this information, the project would have **no impact** related to recreational facilities.

16.b. The project includes a Recreation and Open Space Area, approximately 0.40 acres in size, which will provide a recreational amenity to residents of the project. The Recreation and Open Space Area will be located in the southwest corner of the subject property and will include walkways, picnic tables, bench/seating areas, a ping pong table, and a covered pavilion. Due to its relatively small size, this recreational facility will not have an adverse physical effect on the environment. A ***less than significant impact*** is anticipated.

Mitigation Measures: None required.

17. Transportation

Existing Setting: The proposed project site is located within and adjacent to the Cedar Ridge Rural Center, approximately 1.7 miles southeast of the city limits of Grass Valley, and along the south side of State Highway 174 approximately 0.7 miles west of Brunswick Road. State Highway 174 is designated a Minor Arterial by the Circulation Element of the Nevada County General Plan.

The site will be accessed by Hobart Lane, a private road which extends from State Highway 174 south through the middle portion of the property and turns east before it comes to a dead end.

Pedestrian and bicycle facilities in the project area are minimal reflecting the rural nature of the area. There are no pedestrian sidewalks or crosswalks along State Highway 174 in the vicinity of the project site. Painted shoulders exist along the north and south sides of State Highway 174; however, these are not designated as Class II bicycle facilities. Nevada County Transit does not provide service to the subject parcel or immediate surrounding area.

Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation**	**Less Than Significant Impact**	**No Impact**	**Reference Source (Appendix A)**
a. Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle or pedestrian facilities?			✓		A,14,15; C
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?			✓		A,14,15; C
c. Substantially increase hazards due to a geometric design feature (e.g., a sharp curve or dangerous intersection) or incompatible uses (e.g., farm equipment)?		✓			A,C,F
d. Result in inadequate emergency access?				✓	A, E
e. Result in an increase in traffic hazards to motor vehicles, bicyclists, or pedestrians, including short-term construction and long-term operational traffic?		✓			A,C,F

Impact Discussion:

17a. The project involves a Development Permit (DVP24-1) that proposes a four-phase mixed-use development plan, with a total of nine (9) commercial/light industrial units and fifteen (15) single-bedroom residential units. Total buildout will result in three (3), two-story buildings, each with five (5) residential units and three (3) light industrial units. Phase 1 will involve permitting the existing "Cirino's Bloody Mary Mix" business being operated from the existing single-family residence, resolution of the existing code compliance case associated with this business (CC20-0201) and establishing a storage and maintenance yard located behind the single-family residence. Phases 2-4 will each involve construction of one (1) mixed use building, associated parking and other improvements, and installation of a septic system to serve each building.

The project proposes to amend the existing General Plan designation of the subject 3.31-acre parcel from Estate (EST) and Neighborhood Commercial (NC) to the Business Park (BP) designation. The General Plan Amendment is also required to expand the Cedar Ridge Rural Center area which currently encompasses approximately 0.7 acres of the site to include the entire subject property.

The project also includes a proposed Zoning Map Amendment from the existing split zoning of Neighborhood Commercial (C1) and Residential Agricultural (RA-3) to Business Park, Site Performance and Rural Center Combining (BP-SP-RC). A Comprehensive Master

Plan is required for development of Business Park District zoned properties located outside of an adopted Area Plan.

A Tentative Parcel Map has been filed which proposes to create four (4) lots ranging from 0.43-acres to 1.84-acres in size with the construction of one (1) two-story building on each of Lots 2-4, and the existing single-family residence, proposed storage and maintenance yard, recreation/open space area, and septic systems located on Lot 1. Other associated improvements include forty-nine (49) parking stalls and internal driveways, lighting, and landscaping. Finally, a Petition for Exception to Road Standards to reduce the right of way width required by the A-1 Standard Drawing for Hobart Lane from 50 feet to 30 feet.

While the project proposes General Plan and Zoning amendments to convert the entire 3.31-acre parcel to Business Park, the specific project proposed is a mixed residential/light industrial use that will allow residents to utilize small light industrial spaces within the same building. The majority of traffic generated will be from the residential use. Unlike a typical industrial development, the light industrial uses will not generate a large number of semi-truck traffic making deliveries to the site. As a result, the proposed General Plan and zoning changes are anticipated to have a less than significant impact to transportation.

The project has the potential to generate additional traffic that could conflict with a program plan, ordinance, or policy addressing the circulation system. The applicant has submitted a Traffic Impact Study (TIS), prepared by TJKM consultants to analyze potential transportation related impacts. This analysis has been consulted in the review of this project and is summarized in the discussion that follows.

Study Intersections and Roadways

TJKM evaluated traffic conditions at three study intersections (two existing intersections and one future entrance) during the a.m. and p.m. peak hours for a typical weekday. The study intersections were selected based on TJKM's working knowledge of the area and with input and approval from County of Nevada staff.

The peak periods observed were between 7 a.m. and 9 a.m. and between 4 and 6 p.m. The study intersections and their corresponding traffic controls are listed below:

1. SR174 and E. Empire Street (one-way stop)
2. SR174 and Brunswick Road (one-way stop)
3. SR174 and Hobart Lane (one-way stop) (Project Access)

TJKM also evaluated the a.m. and p.m. weekday peak hour LOS at two study roadways as determined by TJKM's knowledge of the study area and with input and approval from the County of Nevada Staff:

- SR174 west of Cedar Ridge Rural Center
- SR174 east of Cedar Ridge Rural Center

Study Scenarios

The roadway network operations within the Project study area were analyzed under the following scenarios:

1. **Existing Conditions:** This scenario evaluates the study locations based on existing traffic volumes, lane geometry, and traffic controls.

2. **Existing plus Proposed Project Conditions:** This scenario is identical to Existing Conditions but with the addition of traffic from the proposed Project.

3. **2040 Cumulative Conditions** – This scenario considers the development of the County and surrounding communities to the year 2040, projecting 2023 traffic volumes to the year 2040 using a compounding annual growth rate of 0.742 percent per year. The growth rate was derived from the Nevada County Transportation Commission (NCTC) travel demand model. The horizon year of 2040 was used for consistency with the model's horizon year.

4. **2040 Cumulative plus Proposed Project Conditions** – This scenario is identical to 2040 Cumulative Conditions but with the addition of traffic from the proposed Project.

Study Methodology

Traffic impacts related to the proposed Project were evaluated for both compliance with applicable regulatory documents and environmental significant as defined in the California Environmental Quality Act (CEQA). The amount of automobile delay required due to traffic conditions, traditionally measured as level of service (LOS), is no longer considered an environmental impact under CEQA (effective July 1, 2020). Instead, traffic impacts are determined by changes to vehicle miles traveled (VMT), which is discussed in section 17b. below. Nevada County General Plan policies, however, include LOS requirements to ensure adequate traffic flow through intersections and roadway segments is maintained.

Level of Service (LOS) is a qualitative measure that describes operational conditions as they relate to the traffic stream and perceptions by motorists and passengers. The LOS generally describes these conditions in terms of such factors as speed and travel time, delays, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. The operational LOS are given letter designations from A to F, with A representing the free-flow operating conditions and F representing the severely congested flow with high delays. Typically, LOS C is considered as an ideal condition as it represents stable flow and efficient use of the transportation facility. Intersections generally are the capacity-controlling locations with respect to traffic operations on arterial and collector streets.

Although level of service is no longer used for identifying impacts under CEQA, level of service analysis is still used for determining consistency with adopted agency plans and standards. Where standards refer to significant environmental impacts, this analysis instead identifies these as significant inconsistencies with adopted plans.

Since the project site is located within a Rural Region of the County, Circulation Element Policy LU-4.1.1 from the General Plan is applicable:

"The minimum level of service allowable in the Rural Regions of the County, as identified in the General Plan, shall be level of service (LOS) C, except where the existing LOS is less than C. In those situations, the LOS shall not be allowed to drop below the existing LOS. Level of service shall be based on the typical highest peak hour of weekday traffic.

Special events may be permitted which temporarily exceed this minimum LOS."

Existing Setting and Roadway System

The relevant roadways in the Project's vicinity are discussed below:

California State Route 174: State Route 174 (SR 174) is a 13-mile state highway between SR-20/SR-49 in Grass Valley and I-80 in Colfax. Within the study area, SR-174 is a two-lane facility functionally classified as a minor arterial. The posted speed limit is 35 miles per hour (mph), with portions of the SR under a school speed limit of 25 miles per hour (mph).

Brunswick Road: Brunswick Road is a two-lane road between Grass Valley in the north and SR-174 in the south, functionally classified as a minor arterial. The posted speed limit in the project vicinity is 45 mph.

Empire Street: Empire Street is a two-lane road between Grass Valley in the west and SR-174 in the east, functionally classified as a major collector. The posted speed limit in the project vicinity is 25 mph.

Hobart Lane: Hobart Lane is an unstriped private road providing direct access to the project site.

Existing Pedestrian, Bicycle, and Transit Facilities

Pedestrian facilities consist of marked crosswalks, concrete sidewalks, pedestrian signals, and off-street paths that provide safe and convenient routes for pedestrians to access the destinations such as institutions, businesses, public transportation, and recreational facilities. The study area contains one school cross walk in front of Union Hill Middle School, located on State Route 174 approximately one-mile northwest of the project site. Approximately ½ mile north of the project site is an access to the Indian Ridge Loop Trail, located within the Empire Mine State Historic Park. Other pedestrian facilities, including sidewalks, are otherwise absent within the project vicinity

Bicycle paths, lanes, and routes are typical examples of bicycle transportation facilities, which are defined by Caltrans as being in one of the following four classes:

Class I (Multiuse Trail): A completely separated facility designed for the exclusive use of bicyclists and pedestrians with crossing points minimized.

Class II (Bike Lane): A designated lane for the exclusive use or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited but with vehicle parking and cross-flows by pedestrians and motorists permitted.

Class III (Bike Route): A route designated by signs or pavement markings and shared with pedestrians and motorists.

Class IV (Separated Bikeway): An on-street facility reserved for use by bicyclists with physical separation between the bikeway and travel lanes. Physical separation consists of vertical elements that may include curbs, landscaping, bollards, or parking lanes.

There are no designated bike lanes within the study area. The Nevada County Active Transportation Plan (2019) shows a planned Class III Multi-Use Shoulder along SR 174.

The Transit Services Division (Nevada County Connects) of the Department of Public Works provides fixed route transit and paratransit services in western Nevada County. There are 8 service routes operating to and from Grass Valley, however, none of these operate within the study area.

Existing Traffic Volumes

To determine the weekday morning (a.m.) and the weekday afternoon (p.m.) peak hour turning movement traffic volumes, intersection turning movement counts (TMC) of vehicles, bicycles, pedestrians, and heavy vehicles were collected at the study intersections on Wednesday, September 13, 2023 during the weekday morning and weekday afternoon peak periods (7 – 9 a.m. and 4 – 6:00 p.m., respectively). In addition, 24-hour volumes (ADT) on the study segments were also collected on September 13, 2023. Average Daily Traffic (ADT) to the east of the Cedar Ridge Rural Center area was 6,970 vehicles, and ADT to the west was 6,914 vehicles.

Intersection Level of Service Analysis (Existing Conditions)

Existing intersection lane configurations and turning movement volumes were used to calculate the level of service for the study intersections during each peak hour. The results of the level of service analysis for 2023 Existing Conditions are summarized in **Table 3** below. Intersections that operated at unacceptable LOS are shown in red.

Under this scenario, all but one of the study intersections are anticipated to operate within applicable jurisdictional standards of LOS C or better during both peak hours. The intersection of SR-174 & Brunswick Road (Intersection #3) would operate at unacceptable LOS D during the p.m. peak hour.

Table 3: Existing Conditions – Intersection Level of Service Analysis Results

No.	Intersection	Control Type[1]	Peak Hour[2]	Delay[3] (Sec/Veh)	LOS[4]
1	SR 174 & Hobart Lane	OWSC	a.m.	14.3	B
			p.m.	14.8	B
2	SR 174 & East Empire Street	OWSC	a.m.	14.7	B
			p.m.	12.2	B
3	SR 174 & Brunswick Road	OWSC	a.m.	13.6	B
			p.m.	27.9	D

Notes:
1. Signal = Signalized; OWSC = One-Way Stop Control
2. a.m. = a.m. Peak Hour; p.m. = p.m. Peak Hour
3. Delay measured in seconds per vehicle. For signalized and all-way stop controlled intersections, the delay represents the average control delay for all turning movements. For one- and two-way stop controlled intersections, the delay represents the worse average control delay for a given approach.
4. LOS = Level of Service
5. v/c = volume-to-capacity ratio
Red indicates unacceptable LOS.
"-" indicates not applicable.

Project Trip Generation

In order to estimate trips generated by the proposed development for the weekday morning (a.m.) and weekday afternoon (p.m.) peak periods as well as for weekday daily trips, TJKM utilized the published trip generation rates from the Institute of Transportation Engineers' (ITE) Trip Generation Manual 11th Edition (TGM), and consistent with the methodology published in ITE's Trip Generation Handbook 3rd Edition (TGH).

TJKM utilized the rates for the land uses Multifamily Housing (Low-Rise) (ITE Code 220), General Light Industrial (ITE Code 110), and Small Office Building (ITE Code 712) to represent the proposed uses. No reductions for internal trip capture were taken. As shown in **Table 7** below, the proposed project is expected to generate 307 daily trips, including 29 in the a.m. peak hour (20 in, 9 out) and 34 in the p.m. peak hour (13 in, 21 out).

Table 7: Project Trip Generation (ITE TGM 11th Ed.; Peak Hour of the Adjacent Street)

Land Use (ITE Code)	Size		Daily		A.M. Peak					P.M. Peak				
			Rate	Trips	Rate	In:Out	In	Out	Total	Rate	In:Out	In	Out	Total
Multifamily Housing (Low-Rise) (220)	15.00	DU	6.74	101	0.40	24:76	1	5	6	0.51	63:37	5	3	8
General Light Industrial (110)	4.78	ksf	EQ	68	EQ	88:12	6	1	7	EQ	14:86	1	4	5
Small Office Building (712)	9.56	ksf	14.39	138	1.67	82:18	13	3	16	2.16	34:66	7	14	21
Total Trips				**307**			**20**	**9**	**29**			**13**	**21**	**34**

Intersection Level of Service Analysis (Existing Plus Project Conditions)

The intersection level of service analysis results for the 2023 Existing plus Project Conditions scenario are summarized in **Table 8** below. The results for 2023 Existing Conditions are included for comparison purposes. Intersections that operated at unacceptable thresholds are shown in red, and intersections that degraded between "No Project" conditions to "Plus Project" conditions per the applicable thresholds are likewise shown in red.

Under this scenario, all but one of study intersections are anticipated to continue to operate within applicable jurisdictional standards of LOS C or better during both peak hours. The intersection of SR-174 & Brunswick Road (Intersection #3) would continue to operate at unacceptable LOS D but would not degrade further. The proposed development would be **consistent** with the Nevada County General Plan and would have a negligible impact on the surrounding road network under 2023 Existing plus Project Conditions.

Table 8: 2023 Existing plus Project Conditions – Intersection Level of Service Analysis Results

No.	Intersection	Control Type[1]	Peak Hour[2]	Existing Conditions		Existing plus Project Conditions		
				Delay[3] (Sec/Veh)	LOS [4]	Delay[3] (Sec/Veh)	LOS [4]	Change in Delay
1	SR 174 & Hobart Lane	OWSC	a.m.	14.3	B	12.7	B	-1.6
			p.m.	14.8	B	13.5	B	-1.3
2	SR 174 & East Empire Street	OWSC	a.m.	14.7	B	15.0	B	+0.3
			p.m.	12.2	B	12.3	B	+0.1
3	SR 174 & Brunswick Road	OWSC	a.m.	13.6	B	13.7	B	+0.1
			p.m.	27.9	D	29.5	D	+1.6

Notes:
1. Signal = Signalized; OWSC = One-Way Stop Control
2. a.m. = a.m. Peak Hour; p.m. = p.m. Peak Hour
3. Delay measured in seconds per vehicle. For signalized and all-way stop controlled intersections, the delay represents the average control delay for all turning movements. For one- and two-way stop controlled intersections, the delay represents the worse average control delay for a given approach.
4. LOS = Level of Service
5. v/c = volume-to-capacity ratio
Red indicates unacceptable LOS.
"-" indicates not applicable.

Intersection Level of Service Analysis (2040 Cumulative Conditions)

For the 2040 Cumulative Conditions, the intersections peak hour factors (PHF) was increased to 1.0, but all geometric and other parameters analyzed are identical to the existing scenarios. The intersection LOS analysis results for 2040 Cumulative Conditions are summarized in **Table 9** below. Intersections that operated at unacceptable LOS are shown in red.

Under this scenario, all but one of the study intersections are anticipated to operate within applicable jurisdictional standards of LOS C or better during both peak hours. The intersection of SR-174 & Brunswick Road (Intersection #3) would operate at unacceptable LOS F during the p.m. peak hour.

Table 9: 2040 Cumulative Conditions – Intersection Level of Service Analysis Results

No.	Intersection	Control Type[1]	Peak Hour[2]	Delay[3] (Sec/Veh)	LOS[4]
1	SR 174 & Hobart Lane	OWSC	a.m.	15.6	C
			p.m.	16.2	C
2	SR 174 & East Empire Street	OWSC	a.m.	17.5	C
			p.m.	13.6	B
3	SR 174 & Brunswick Road	OWSC	a.m.	15.4	C
			p.m.	51.4	F

Intersection Level of Service Analysis (2040 Cumulative plus Project Conditions)

The intersection level of service analysis results for the 2040 Cumulative plus Project Conditions scenario are summarized in **Table 10** below. The results for 2040 Cumulative Conditions are included for comparison purposes. Intersections that operated at

unacceptable thresholds are shown in red, and intersections that degraded between "No Project" conditions to "Plus Project" conditions per the applicable thresholds are likewise shown in red.

Under this scenario, all but one of study intersections are anticipated to continue to operate within applicable jurisdictional standards of LOS C or better during both peak hours. The intersection of SR-174 & Brunswick Road (Intersection #3) would continue to operate at unacceptable LOS F. The proposed development would be **consistent** with the Nevada County General Plan and would have a negligible impact on the surrounding road network under 2040 Cumulative plus Project Conditions.

Table 10: 2040 Cumulative plus Project Conditions – Intersection Level of Service Analysis Results

No.	Intersection	Control Type[1]	Peak Hour[2]	Cumulative Conditions		Cumulative plus Project Conditions		
				Delay[3] (Sec/Veh)	LOS [4]	Delay[3] (Sec/Veh)	LOS [4]	Change in Delay
1	SR 174 & Hobart Lane	OWSC	a.m.	15.6	C	13.6	B	-2.0
			p.m.	16.2	C	14.6	B	-1.6
2	SR 174 & East Empire Street	OWSC	a.m.	17.5	C	18.0	C	+0.5
			p.m.	13.6	B	13.7	B	+0.1
3	SR 174 & Brunswick Road	OWSC	a.m.	15.4	C	15.5	C	+0.1
			p.m.	51.4	F	57.3	F	+5.9

Pedestrian, Bicycle, and Transit Impacts

The proposed Project is located in an area with very little existing pedestrian infrastructure. A significant impact occurs if a proposed project conflicts with applicable or adopted policies, plans, or programs related to pedestrian facilities or otherwise decreases the performance or safety of pedestrian facilities. The proposed Project would not result in any such conflicts; therefore, the impact to pedestrian facilities is expected to be **less-than-significant**.

The proposed Project is located in an area with very little existing bicycle infrastructure. An impact to bicyclists occurs if a proposed project disrupts existing bicycle facilities, or conflicts with or creates inconsistencies with adopted bicycle system plans, guidelines, and policies. A significant impact occurs if a proposed project conflicts with applicable or adopted policies, plans, or programs related to bicycle facilities or otherwise decreases the performance or safety of bicycle facilities. The proposed Project would not result in any such conflicts; therefore, the impact to bicycle facilities is expected to be **less-than-significant**.

The project vicinity is not served by any transit routes. A proposed project is considered to have a significant impact on transit if it conflicts with existing or planned transit facilities, or if it is expected to generate additional transit trips and it does not provide adequate facilities for additional pedestrians and bicyclists to access transit routes and stops. Therefore, the impact to transit facilities is expected to be **less-than-significant**.

On-Site Circulation

The project proposes four separate parking areas along the north and south sides of the proposed three buildings that will open directly onto Hobart Lane. Each parking area features two-way drive aisles and right-angle parking. These parking areas are dead ends with hammerheads to facilitate vehicles backing out of the last parking spaces. Trash enclosures are located at the far east ends of two of the parking areas, to facilitate collection by garbage trucks. On-site circulation of vehicles is expected to be adequate for the proposed use.

Traffic Study Summary

Based on the above information, the Traffic Study concluded potential impacts are less than significant and no mitigation measures are recommended by TJKM.

Review by Caltrans, NCTC, and County Public Works

The proposed project was routed to Caltrans due to the subject property's location on State Highway 174. Caltrans reviewed the project and had no comments with regard to the project having a traffic impact on a program plan, ordinance, or policy addressing the circulation system.

Caltrans did provide comments regarding the existing center shared two-way left turn lane within State Highway 174 located in front of the subject property. This center turn lane begins to narrow and taper down in size beginning just east of Hobart Lane, the entrance to the subject property, until it becomes the standard double yellow line separating the two-way traffic near the western edge of the subject property.

Due to the Ophir Hill Fire Station being located directly across from Hobart Lane and in order to improve safety and operations, Caltrans recommended the existing center two-way left turn lanes be widened and extended to improve safety and operations. Since these comments address potential impacts related to potential traffic hazards, this discussion and resultant mitigation measures are discussed below in item 17c.

The project was also circulated to the Nevada County Transportation Commission (NCTC), who provided no comments regarding the project. The Nevada County Public Works Department has reviewed the project and the Traffic Impact Study and will require the following as conditions of approval to address transportation related issues:

- Obtain an Encroachment Permit from Caltrans for encroachments into the State Highway 174 right of way;
- Hobart Lane shall be improved to meet the dead-end standards of Nevada County Standard L-XVII Section 3.4;
- Pay appropriate traffic impact fees proportional to the estimated trip-specific impacts generated in the Traffic Impact Study;
- Roadway encroachment standards are to meet the County's Commercial Approach standards unless otherwise specified by Caltrans standards;
- A truck turning analysis shall be completed for ingress and egress to the project site along with internal circulation areas;
- A sight distance exhibit and analysis shall be included with the Caltrans

encroachment permit;
- Developer shall establish a Permanent Road Division (PRD), road maintenance agreement, or other legally enforceable mechanism for maintenance of proposed roadways and other infrastructure, including storm water facilities.

The project also contains a Petition for Exception to Road Standards to reduce the right of way width required by the A-1 Standard Drawing for Hobart Lane from 50 feet to 30 feet. The applicant proposes a 24-foot wide paved road portion for Hobart Lane within the proposed 30-foot right of way. The applicant provided justification and findings for the exception request along with the application that address Special Circumstances, Preservation of Substantial Property Right, the request being Non-detrimental/Injurious to Other Properties, No Grant of Special Privilege, and Physical Limitations related to the subject property.

The County Engineer and the County Fire Marshal have reviewed the Petition for Exception to the Roadway Standards. Based on their review, they have recommended approval of the Exception request, subject to the following conditions creating additional strip easements upon recordation of the Parcel Map:

1) A 5-foot-wide strip easement lying easterly of Hobart Lane, the westerly line of said strip being coincident with the easterly right-of-way line of Hobart Lane.

2) A 15-foot-wide easement lying westerly of Hobart Lane, the easterly line of said strip being coincident with the westerly right-of-way line of Hobart Lane.

These strip easements shall be for roadway appurtenances, including but not limited to public utilities, slope and drainage improvements, roadway maintenance, and vegetation management.

Based on the results of the Traffic Study and with the above Public Works conditions required, potential transportation impacts related to conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle or pedestrian facilities are ***less than significant***.

17b. CEQA Guidelines Section 15064.3(a) states that "Generally, vehicle miles traveled is the most appropriate measure of transportation impacts." Vehicle miles traveled (VMT) refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Regarding land use projects, CEQA Guidelines Section 15064.3(b)(1) states that vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact.

Nevada County Traffic Impact Analysis Guidelines (June 2020) outline the methodology for analyzing VMT impacts from development projects within the County. Since this project is a mixed-use project (combining residential and employment uses), the VMT per service population (total of residents ,employees, and students) threshold was used. The threshold value is 14.3% below the County subarea mean VMT per service population. TJKM obtained the latest NCTC travel demand model and added in the land use from this project

into the traffic analysis zone (TAZ) to analyze its VMT impacts. **Table 4** shows the land use changes into the TAZ of the NCTC model.

Table 4: Land Use Additions to the NCTC Model for the Project

TAZ	Multi Family Dwelling Units	Office Employees	Light Industrial Employees	Population
1397	+15	+8	+16	+29

For the 2024 VMT calculations, land use data was derived using growth factors based on the 2018 and 2040 base model land use data. These updated land use inputs were then incorporated into the NCTC model, which was re-run for the analysis year (2024). VMT metrics for 2024 were extracted from the updated model output.

Table 5 shows the VMT per service population values for the project when compared to the threshold value for Nevada County.

Table 5: VMT Results for the Project

TAZ	Regional Average VMT / Service Population*	14.3% Below Regional Average VMT / Service Population	Base Year Plus Project Average VMT / Service Population
1397	33.66	28.84	24.14

*Regional Average uses the Nevada County Average VMT/Service Population value

The regional average VMT/Service Population for Nevada County is 33.66. Thus, the threshold which is 14.3% below the average for the County subarea is **28.84**. The project's VMT/Service Population is **24.14**. Since this project has a lower VMT/Service Population than the threshold value, TJKM determined that this project has an **insignificant** impact on VMT.

Table 6 contains outputs from the NCTC model regarding VMT/Service Population for the TAZ and for Nevada County.

Table 6: NCTC Model Outputs

Location	Population	Employment	Students	Total VMT	VMT / Service Population
County Subarea	95,523	21,653	15,850	4,477,298	38.21
TAZ 1397	85	69	-	3,721	24.14

Based on this information, potential VMT impacts are ***less than significant***.

17c,e. The project has been reviewed by the Nevada County Department of Public Works, Caltrans, the Nevada County Transportation Commission, the Ophir Hill Fire Protection District and the Nevada County Fire Prevention Planner/CalFire. Hobart Lane, a private road, will provide ingress and egress to the project site from State Highway 174. This

access does not propose any sharp curves or geometric design features that would result in a potential hazard to vehicles accessing the subject parcel.

Caltrans provided comments regarding the existing center shared two-way left turn lane within State Highway 174 located in front of the subject property. This center turn lane begins to narrow and taper down in size beginning just east of Hobart Lane until it becomes the standard double yellow line separating the two-way traffic near the western edge of the subject property.

Due to the Ophir Hill Fire Station being located directly across from Hobart Lane and in order to improve safety and operations, Caltrans recommended the existing center two-way left turn lanes be widened and extended in front of the subject property to improve safety and operations.

Caltrans further commented that extending the turn lane will provide a safer two-stage left-turn movement for exiting vehicles and designated left-turn lanes for entering traffic. Given the fire station located directly across from the project's driveway (Hobart Lane), this improvement will reduce conflict points near this critical access. In addition, part of the driveway currently lies within an area marked by two sets of double yellow lines, which acts as a barrier prohibiting crossing. Extending the two-way left-turn lane will remove this restriction and allow legal, safer left-turn movements into and out of the driveway.

Caltrans indicates extending the two-way left-turn lane will require the applicant to provide improvements such as adding pavement width. This will allow for keeping the existing shoulder widths the same and not having to reduce them. According to Caltrans, extending the existing two-way left-turn lane (TWLTL) approximately 100 feet to the west of the project site will be sufficient and will provide better traffic operations and safety.

Caltrans' comments were provided to the applicant and he is agreeable to providing the widened two-way left-turn lane (TWLTL) as requested. Extending the TWLTL will require roadway widening on one or both sides to maintain a 12-foot lane width. The applicant has revised the civil plans for the project including the site plan to show the area for the proposed widening. **Mitigation Measure 17A** requires the applicant to submit plans to Caltrans for the proposed widening of the TWLTL. These plans shall be reviewed and approved by Caltrans along with the Encroachment Permit application. The widening of the TWLTL shall be constructed pursuant to Caltrans' requirements and completed prior to the County's issuance of a certificate of occupancy for any building on the property.

Caltrans also commented they are in the process of updating the expired speed zone on State Highway 174, which covers the limits of the project. The preliminary review of the speed data shows the majority of drivers travel at 45 mph. Caltrans requested the applicant update the corner site distance on the site plan accordingly. **Mitigation Measure 17B** requires the applicant to revise the corner sight distance in accordance with the Caltrans Highway Design Manual. There shall be no sight obstruction within the clear sight triangle. Placement of the proposed monument sign near State Highway 174 shall be a minimum of 20 feet from the edge of the traveled way and shall not obstruct the corner sight triangle.

Finally, Caltrans commented the AutoTurn Analysis for a fire truck turning from State Highway 174 into Hobart Lane shows a need for widening to prevent to prevent encroachment into the curb or opposing lane. As **Mitigation Measure 17C**, the applicant

will be required to provide the AutoTurn template used for the California Fire Truck to Caltrans for review and approval.

As previously stated above, the County Public Works Department will require the following as conditions of approval which will further address potential traffic hazard impacts due to a geometric design feature (e.g., a sharp curve or dangerous intersection) or incompatible uses. With these conditions and the proposed traffic mitigation measures required, the project will not result in significant traffic hazards to motor vehicles, bicyclists, or pedestrians:

- Obtain an Encroachment Permit from Caltrans for encroachments into the State Highway 174 right of way;
- Hobart Lane shall be improved to meet the dead-end standards of Nevada County Standard L-XVII Section 3.4;
- Pay appropriate traffic impact fees proportional to the estimated trip-specific impacts generated in the Traffic Impact Study;
- Roadway encroachment standards are to meet the County's Commercial Approach standards unless otherwise specified by Caltrans standards;
- A truck turning analysis shall be completed for ingress and egress to the project site along with internal circulation areas;
- A sight distance exhibit and analysis shall be included with the Caltrans encroachment permit.

With these mitigation measures and conditions of approval required, potential safety and traffic related impacts are ***less than significant with mitigation***.

17d. The subject property is located on the south side of State Highway 174, directly across from the Ophir Hill Fire Protection District station. This State Highway will serve the project site for emergency access as well as other properties in the vicinity. Hobart Lane will be improved to meet the County's minimum road standards. No new roadways are proposed with this project.

The Ophir Hill Fire Protection District, the Nevada County Department of Public Works, Caltrans and the Nevada County Fire Prevention Planner/CalFire have reviewed the proposed project and have not identified any significant impacts to emergency access. The Hobart Lane access will be designed to meet Nevada County design standards and no adverse impacts have been identified resulting in impacts to emergency access. Therefore, the proposed project will have ***no impact*** to emergency access.

Mitigation Measures: To reduce potential transportation impacts, the following mitigation measures are recommended:

Mitigation Measure 17A: Extension of two-way left-turn lane (TWLTL) located on State Highway 174. The applicant shall extend the existing two-way left-turn lane (TWLTL) in State Highway 174 located directly in front of the subject parcel approximately 100 feet to the west of the project site. Extending the TWLTL will require roadway widening on one or both sides to maintain a 12-foot lane width. Along with the encroachment permit application, the applicant shall submit plans to Caltrans for review and approval for the proposed widening of the TWLTL. The proposed widening improvements shall also be shown on the improvement plans submitted to the County. The widening of the TWLTL

shall be constructed pursuant to Caltrans' requirements and completed prior to the County's issuance of a certificate of occupancy for the first mixed-use building on the property. If the TWLTL extension does not meet current Caltrans design standards (including shoulder width requirements), a Design Standard Decision Document (DSDD) would be required as part of the encroachment permit process. This determination would occur during permit review.

Timing: *Improvements constructed prior to issuance of certificate of occupancy for proposed Building #1.*
Reporting: *Shown on plans submitted to and approved by Caltrans; shown on improvement plans and approved by CDA.*
Responsible Agency: *Caltrans; Public Works Department*

Mitigation Measure 17B: Sight distance. To address sight distance, the applicant shall revise the corner sight distance shown in accordance with the Caltrans Highway Design Manual. There shall be no sight obstruction within the clear sight triangle. Placement of the proposed monument sign near State Highway 174 shall be a minimum of 20 feet from the edge of the traveled way and shall not obstruct the corner sight triangle. According to Caltrans, the corner sight triangle for the left turn from Hobart Lane to State Highway 174 indicates that obstructions within the clear sight triangle shall be required to be removed or relocated, as necessary.

Timing: *Prior to issuance of certificate of occupancy for proposed Building #1.*
Reporting: *Shown on plans submitted to and approved by Caltrans; shown on improvement plans and approved by CDA.*
Responsible Agency: *Caltrans; Public Works Department*

Mitigation Measure 17C: Fire truck turning movement: The AutoTurn analysis for a fire truck turning from State Highway 174 into Hobart Lane shows a need for widening to prevent encroachment into the curb or opposing lane. Prior to approval of the improvement plans, the applicant shall provide the AutoTurn template used for the California Fire Truck to Caltrans for review and approval.

Timing: *Prior to approval of improvement plans.*
Reporting: *Noted on improvement plans and approved by CDA*
Responsible Agency: *Caltrans; Public Works Departments*

18. Tribal Cultural Resources

Existing Setting: California State Assembly Bill (AB) 52 required an update to CEQA Appendix G (Initial Study Checklist) of the CEQA Guidelines to include questions related to impacts to Tribal Cultural Resources (TCRs). Changes to Appendix G were approved by the Office of Administrative Law on September 27, 2016. The most common types of Tribal Cultural Resources include stone tools (projectile points, flaked stone, and milling stones), shell beads, and a cultural soil called "midden" that have cultural or sacred value to California Native American Tribes. TCRs can also be native plants, trees, and cultural landscapes. Types of artifacts and sites from the historic era include bottles, cans, ceramics, building foundations, and bricks. The proposed project was

circulated to traditionally and culturally affiliated Native American tribes having historical lands within Nevada County. See Section 5 (Cultural Resources) for additional information regarding tribal resources.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		✓			A, I

Impact Discussion:

18a. In accordance with AB 52, the project application was distributed to respective tribal agencies for tribal cultural resource review and comment. The United Auburn Indian Community (UAIC) requested consultation with the Nevada County Planning Department regarding the proposed project.

UAIC conducted a tribal survey of the subject parcel on May 8, 2024. During the survey, no tribal cultural resources (TCRs) were identified, however, the UAIC noted concerns due to a tribal cultural resource site in the vicinity of the site (P-29-1489) with a lot of midden and house pits recorded and because there are two village sites to the east and west (Yol los Yan and Si po ny).

Based on these findings, UAIC has requested three mitigation measures be required to address potential TCR impacts. **Mitigation Measure 18A** requires the applicant/contractor to provide tribal cultural awareness and sensitivity training for all personnel involved in project construction. **Mitigation Measure 18B** requires the applicant to retain the services of a contracted UAIC Certified Tribal Monitor who shall monitor the site during the ground disturbing project activities. **Mitigation 18C** provides guidance for stopping work in the

event there are unanticipated discoveries of tribal cultural resources. With the described mitigation measures in place, impacts to these Tribal Cultural Resources will be ***less than significant with mitigation***.

Mitigation Measures: To address potentially adverse cultural or historical resources impacts associated with project construction activities, the following mitigation measures shall be required and shall be included as notes on all future site plans.

Mitigation Measure 18A: Cultural Awareness Training. The applicant/contractor shall be required to provide a tribal cultural awareness and sensitivity training program (Worker Environmental Awareness Program [WEAP]) for all personnel involved in project construction, including field consultants and construction workers, at their own expense. The WEAP training shall be conducted by either a qualified archaeologist for cultural resources or a tribal representative for tribal cultural resources (TCRs). The WEAP shall be developed in coordination with interested Native American Tribes.

The WEAP shall be conducted before any project-related construction activities begin at the project site. The WEAP will include relevant information regarding sensitive cultural resources and tribal cultural resources, including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations. The WEAP will also describe appropriate avoidance and impact minimization measures for cultural resources and tribal cultural resources that could be located at the project site and will outline what to do and who to contact if any potential cultural resources or tribal cultural resources are encountered. The WEAP will emphasize the requirement for confidentiality and culturally appropriate treatment of any discovery of significance to Native Americans and will discuss appropriate behaviors and responsive actions, consistent with Native American tribal values. The training may be done in coordination with the project archaeologist.

All ground-disturbing equipment operators shall be required to receive the training and sign a form that acknowledges receipt of the training.

Timing: *Prior to any project-related grading or construction*
Reporting: *Noted on improvement plans; Project proponent/contractor to notify Planning Department when training is scheduled/completed*
Responsible Agency*: Planning Department*

Mitigation Measure 18B: Tribal Monitoring at Initial Ground Disturbance. The project proponent shall contact the United Auburn Indian Community (UAIC) Tribal Historic Preservation Officer (thpo@auburnrancheria.com) at least 2 to 3 weeks prior to project ground-disturbing activities to retain the services of a UAIC Certified Tribal Monitor(s). The duration of the construction schedule and Tribal Monitoring shall be determined at this time.

A contracted UAIC Certified Tribal Monitor(s) shall spot check up to 16 hours per month during the ground disturbing project activities. The project proponent shall pay the costs for the time spent by the Tribal Monitor. If there are cultural finds, the UAIC Tribal Historic Preservation Officer (THPO) may require additional Tribal Monitoring.

Tribal Monitors or Tribal Representatives shall have the authority to direct that work be temporarily paused, diverted, or slowed within 100 feet of the immediate impact area if sites, cultural soils, or objects of potential significance are identified. The temporary pause/diversion shall be of an adequate duration for the Tribal Representative to examine the resource.

Appropriate treatment of Tribal Cultural Resources (TCRs) or other cultural finds may include but is not limited to:

a. Recordation of the resource(s)
b. Avoidance and preservation of the resource(s)
c. Recovery and reburial of the resource(s) onsite or in a feasible off-site location in a designated area subject to no future disturbance. The location of the reburial shall be acceptable to the UAIC.

To track the implementation of this measure, the Tribal Monitor(s) shall document field-monitoring activities on a Tribal Monitor log. The Tribal Monitor(s) shall wear the appropriate safety equipment while on the construction site.

In consultation with the UAIC THPO, the Tribal Monitor and the project proponent shall determine a mutual end or reduction to the on-site monitoring if/when construction activities have a low potential for impacting Tribal Cultural Resources.

In the event the Tribal Monitor does not report to the job site at the scheduled time after receiving 24-hour business day notice, construction activities may proceed without tribal monitoring. At no time, regardless of the presence or absence of a Tribal Monitor, shall suspected TCRs be mishandled or disrespected.

The Nevada County Planning Department shall assist with resolution of disagreements between the project proponent/contractor and the Tribe if such occurs on the project.

Timing: *Prior to and during initial ground disturbance of the site*
Reporting: *Noted on improvement plans; Project proponent/contractor to notify Planning Department of contracted Certified Tribal Monitor(s); Notify Planning Department if TCRs discovered and construction work stopped*
Responsible Agency*: Planning Department*

Mitigation Measure 18C: Unanticipated Discoveries of Tribal Cultural Resources.
If any suspected TCRs or resources of cultural significance to UAIC, including but not limited to features, anthropogenic/cultural soils, cultural belongings or objects (artifacts), shell, bone, shaped stones or bone, or ash/charcoal deposits are discovered by any person during construction activities including ground disturbing activities, all work shall pause immediately within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. Work shall cease in and within the immediate vicinity of the find regardless of whether the construction is being actively monitored by a Tribal Monitor, cultural resources specialist, or professional archaeologist.

A Tribal Representative and the Nevada County Planning Department shall be immediately notified, and the Tribal Representative in coordination with the Planning Department shall

determine if the find is a TCR (PRC §21074) and the Tribal Representative shall make recommendations for further evaluation and treatment as necessary.

The culturally affiliated Tribe shall consult with the Nevada County Planning Department to (1) identify the boundaries of the new TCR and (2) if feasible, identify appropriate preservation in place and avoidance measures, including redesign or adjustments to the existing construction process, and long-term management, or 3) if avoidance is infeasible, a reburial location in proximity of the find where no future disturbance is anticipated. Permanent curation of TCRs will not take place unless approved in writing by the culturally affiliated Tribe.

The construction contractor(s) shall provide secure, on-site storage for culturally sensitive soils or objects that are components of TCRs that are found or recovered during construction. Only Tribal Representatives shall have access to the storage. Storage size shall be determined by the nature of the TCR and can range from a small lock box to a conex box (shipping container). A secure (locked), fenced area can also provide adequate on-site storage if larger amounts of material must be stored.

The construction contractor(s) and the Nevada County Planning Department shall facilitate the respectful reburial of the culturally sensitive soils or objects. This includes providing a reburial location that is consistent with the Tribe's preferences, excavation of the reburial location, and assisting with the reburial, upon request.

Any discoveries shall be documented on a Department of Parks and Recreation (DPR) 523 form within 2 weeks of the discovery and submitted to the appropriate CHRIS center in a timely manner.

Work at the TCR discovery location shall not resume until authorization is granted by the Nevada County Planning Department in coordination with the culturally affiliated Tribe.

If articulated or disarticulated human remains, or human remains in any state of decomposition or skeletal completeness are discovered during construction activities, the County Coroner and the culturally affiliated Tribe shall be contacted immediately. Upon determination by the County Coroner that the find is Native American in origin, the Native American Heritage Commission will assign the Most Likely Descendent who will work with the project proponent to define appropriate treatment and disposition of the burials.

Timing: *During project-related grading or construction*
Reporting: *Noted on improvement plans; Notify Planning Department if TCRs discovered and construction work stopped*
Responsible Agency: *Planning Department*

19. Utilities and Service Systems

Existing Setting: The subject property is in the western portion of unincorporated Nevada County, approximately 1.7 miles southeast from the city limits of Grass Valley, along the south side of State Highway 174. The site is served by Pacific Gas & Electric (PG&E) for electricity needs. Solid waste services are provided by Waste Management. Nevada Irrigation District (NID) serves the parcel

with potable water and the site will be served by on-site sewage disposal systems regulated by the Nevada County Environmental Health Department for wastewater disposal.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Require or result in the relocation or the construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?			✓		A
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			✓		A,H
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓		A,B
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste goals?			✓		A
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			✓		A

Impact Discussion:

19a. The project parcel is located within the boundaries of the Nevada Irrigation District (NID). With initial submittal of the application, the applicant provided a letter from NID dated November 8, 2023, that addressed treated water availability. The letter states that according to District records, the subject parcel has an active account (#13776) and treated water service is delivered from the Loma Rica Treatment Plant via a ¾-inch meter. According to NID, the existing ¾-inch meter should be assigned to the existing structure (single-family residence) on proposed parcel #1 and new meters should be requested for new parcels #2-4. As a condition of approval, a Water Demand Analysis (WDA) will be required to determine the appropriate meter size(s) and fees for all new parcels. The District has also commented the parcel map and improvement plans shall show existing (if any) and proposed easements to be utilized and/or conveyed to NID. The District will require the 30-foot proposed Hobart Lane right of way to be a Public Utility Easement (PUE) or an easement dedicated to NID. If a Private Fire Service is required, the location should be designated near existing NID infrastructure. These requirements will be addressed as conditions of approval.

With regard to wastewater treatment, the proposed project will be served by an individual on-site sewage disposal system that will be permitted by the Nevada County Department of Environmental Health. According to County records, an onsite soil evaluation (OSSE) permit was finaled on November 15, 2023. The findings report and the site evaluation report both indicate the OSSE was performed in order to determine a repair for the existing 2-bedroom residence, as well as determine soil suitability (primary and repair) for future development of a centralized/cluster sewage disposal system to serve the proposed 3 buildings.

The Environmental Health Department has reviewed and accepted a September 16, 2025, memo from Mr. Robert Lawless (Millennium Planning & Engineering) assessing the existing residential septic system to receive light manufacturing inputs from the Bloody Mary mix production. This letter states the existing on-site septic system has been evaluated and is operating properly with no signs of failure or deficiency. Wastewater flows associated with the Bloody Mary Mix bottling operation are limited and estimated to be less than 50 gallons per day. The wastewater generated introduces no hazardous or volatile chemicals to the system from the cleaning products, food waste, or other sources. Given the low volume, wastewater characteristics, quality of soils, and the current proper function of the system, there is no indication that a septic system modification permit is required at this time. If the existing system should fail in the future, steps shall be taken to utilize the repair area or repair the system as required by the Environmental Health Department. As a condition of approval, the applicant will be required obtain all required permits for the proposed on-site Centralized/Cluster Sewage Disposal System that will serve from Environmental Health for the three proposed mixed-use buildings.

A Preliminary Drainage Report was submitted with the application. The Report indicates the project site has been designed to be in conformance with Nevada County Drainage Standards and that drainage will not exceed pre-project conditions. As a condition of approval, the applicant will be required to submit a final Drainage Plan and hydrologic and hydraulic calculations in accordance with County improvement standards and storm drainage criteria. Storm drainage improvements shall meet County standards.

The project will not result in the relocation or expansion of other utilities that would result in significant impacts. Based on this information, a ***less than significant*** impact related to utilities and service systems and their environmental effects is anticipated.

19b. The subject parcel is located within the boundaries of the Nevada Irrigation District (NID). The District has reviewed the project and commented that pursuant to their records, the subject parcel has an active account (#13776), and treated water service is available and delivered from the Loma Rica Treatment Plant via a ¾-inch meter. NID also commented that a Water Demand Analysis (WDA) will be required to determine the appropriate meter size and fees for all new parcels.

The applicant has submitted a preliminary landscape plan showing all proposed trees, shrubs, and groundcovers. From a total of 21 different plant species proposed, 17 species are categorized as being either low or very low water users. The preliminary landscape plan does not contain information demonstrating the plan is compliant with the State of California's Model Water Efficiency Landscape Ordinance (MWELO). As a condition of approval, the final landscape and irrigation plan will be required to demonstrate compliance with MWELO requirements. Compliance with MWELO is a condition of approval rather than

a mitigation measure since the Nevada County Code requires compliance. Water fixtures in the proposed buildings shall be required to be low-flow and in compliance with California Building Code requirements for efficient use. Since the project will comply with all state and local regulations related to water conservation, the impacts related to sufficient water supplies are anticipated to be ***less than significant***.

19c. As previously noted above, the three mixed-use buildings proposed by the project will be served by a new on-site centralized/cluster sewage disposal system that will be permitted by the Nevada County Department of Environmental Health and meet all applicable requirements. The existing on-site septic system that currently serves the single-family residence has been evaluated, is operating properly, and shows no signs of failure or deficiency. Wastewater flows associated with the Bloody Mary Mix bottling operation are limited and estimated to be less than 50 gallons per day. The wastewater generated introduces no hazardous or volatile chemicals to the system from the cleaning products, food waste, or other sources. Given the low volume, wastewater characteristics, quality of soils, and the current proper function of the system, there is no indication that a septic system modification permit is required at this time. If the existing system should fail in the future, steps shall be taken to utilize the repair area or repair the system as required by the Environmental Health Department. Based on this information, potential impacts are ***less than significant***.

19d,e. The development of the project with the proposed mixed-uses of residential and light industrial is not anticipated to result in significant amounts of solid waste; however, any waste generated will be required to comply with federal, state and local statutes and regulations related to solid waste. The applicant is proposing two trash enclosure areas to serve the proposed uses located along the east side of the two center parking areas. Based on this information, there should be a ***less than significant*** impact.

Mitigation Measures: None required

20. Wildfire

Existing Setting: The project parcel is within the Ophir Hill Fire Protection District and is within a Very High Fire Hazard Severity Zone designated by the CalFire Fire Hazard Severity Zone maps. The project site is adjacent to various commercial and public (post office) uses to the north and northeast and residences to the east, south, and west. Existing trees and vegetation cover located on the eastern half of the project site will be removed to provide area for the three proposed mixed-use buildings, parking areas, and other improvements**.** Landscaping including trees and shrubs will be planted near the north, east, and south property lines and within the proposed parking lot areas.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?			✓		A,E

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
b. Due to slope, prevailing winds, or other factor, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrollable spread of wildfire?			✓		A,E
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				✓	A,E
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				✓	A,E

Impact Discussion:

20a. The subject parcel is currently developed with a single-family residence. The proposed project would result in construction of three, two-story residential and light industrial mixed-use buildings. Each building will contain five (5), one-bedroom residential units, for a total of fifteen (15). Added to the existing residence, the project will result in the site having sixteen (16) total residences.

The subject parcel has frontage along State Highway 174, which is classified as a Minor Arterial by the Circulation Element of the County General Plan. Hobart Lane is a private road that extends approximately 850 feet south and east from State Highway 174, providing access to the subject parcel and three (3) additional residential properties located to the south.

While the applicant is requesting approval of a Petition for Exception to Road Standards, the request is to reduce the Hobart Lane total right of way width required by the A-1 Standard Drawing from 50 feet to 30 feet and not to reduce total road or travel lane width. The applicant proposes to construct the full required width (24 feet) for the road (Hobart Lane) including two (2), 10-foot-wide travel lanes and two (2), 2-foot-wide shoulders.

The proposed project will result in a fairly significant increase in number of new residences (15) over the existing number (3) using Hobart Lane for access. As noted above, the subject parcel has frontage on State Highway 174. Hobart Lane extends approximately 850 feet south and east from the highway. According to the Safety Element of the County General Plan, routes designated as interstates, freeways, highways, and other principal arterial routes are considered primary evacuation routes. In the event of evacuation, proposed project residents as well as existing residents would not have far to travel to access State Highway 174. Hobart Lane will be developed to its full improvement width of 24 feet.

The project has been reviewed by the Ophir Hill Fire Protection District, the Nevada County Department of Public Works, and the Nevada County Fire Prevention Planner and no adverse impacts from the project resulting in the impairment of an emergency or evacuation plan were raised. The site is located directly across State Highway 174 from the Ophir Hill Fire Station, resulting in short response times. Therefore, the impact of this project related to the impairment of an adopted emergency response plan or emergency evacuation plan is considered ***less than significant***.

20b. The general topography of the parcel is characterized as gently sloped from north to south within the parcel with slight sloping to the southwest. The entire eastern portion of the site will be cleared of vegetation and graded to provide area for the three proposed mixed-use buildings, parking, and circulation areas. The proposed buildings will be designed to meet applicable California Building Code requirements and will be equipped with automatic fire sprinkler systems, emergency access, and other fire safety measures. Appropriate defensible space/vegetative clearance will be required. With State and local fire standards required, there is a ***less than significant impact*** related to exposing project occupants to pollutant concentrations from a wildfire or the uncontrollable spread of wildfire.

20c. The project does not propose the installation or maintenance of new infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk. Hobart Lane will be improved to provide the width required by County standards. Therefore, there is ***no impact*** on exacerbating fire risk or temporary or ongoing impacts to the environment related to installation or maintenance of associated infrastructure.

20d. The project does not pose significant risks based on the project site being downstream from a potential flood source or an area with potential for landslides due to run off. Similarly, there is no post-fire slope instability due to proper grading. Additionally, a large portion of the eastern portion of the site will be mostly cleared of natural vegetation that could result in potential wildfire impacts. There are also no significant changes of drainage instability with a proposed water drainage system. There are no watercourses in the vicinity of the project site that could receive runoff or sediment from the project. Standard requirements for erosion control and regulatory permitting are in place to ensure slope instability, and potential drainage changes because of the project do not impact downstream resources. Subsequently, this project will have ***no impact*** to this criterion.

Mitigation: None required.

21. Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of major periods of California's history or prehistory?		✓			A
b. Does the project have environmental effects that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of the project are considered when viewed in connection with the effects of past, current, and probable future projects.)			✓		A
c. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?		✓			A

Impact Discussion:

21a. This Initial Study and proposed Mitigated Negative Declaration evaluates the potential impact the proposed project could have on the environment. Compliance with existing federal, state, and local regulations and mitigation measures identified in this Initial Study will reduce all potential impacts of the proposed project to a less than significant level. As discussed in the Biological Resources section, the project will have a less than significant impacts with mitigation on the habitat and populations of protected plant and animal species. The Cultural Resources, Geology and Soils, and Tribal Cultural Resources sections find that impacts to important examples of major periods of California's history or prehistory will also be less than significant with mitigation. With the proposed mitigation measures, this project will have a ***less than significant impact with mitigation*** to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of major periods of California's history or prehistory.

21b. The proposed project includes an application for a General Plan Amendment, Zoning Map Amendment, Comprehensive Master Plan, Development Permit, Tentative Parcel Map to create four (4) lots, Management Plan, Conditional Use Permit for the proposed Comprehensive Master Plan and proposed residential use, Petition for Exception to Road Standards to reduce the right of way width required by the A-1 Standard Drawing for Hobart Lane from 50 feet to 30 feet.

The project proposes to amend the existing General Plan designation of the subject 3.31-acre parcel from Estate (EST) and Neighborhood Commercial (NC) to the Business Park (BP) designation. The General Plan Amendment is also required to expand the Cedar Ridge Rural Center area which currently encompasses approximately 0.7 acres of the site to include the entire subject property.

The project also includes a proposed Zoning Map Amendment from the existing split zoning of Neighborhood Commercial (C1) and Residential Agricultural (RA-3) to Business Park, Site Performance and Rural Center Combining (BP-SP-RC). A Comprehensive Master Plan is required for development of Business Park District zoned properties located outside of an adopted Area Plan. The property is currently developed with a single-family residence, a construction trailer, and various storage structures that will remain and a private road (Hobart Lane). Access to Hobart Lane is from State Highway 174.

A Development Permit is required for light industrial uses within the Business Park zoning district. The project proposes a four-phase mixed-use development plan, with a total of nine (9) commercial/light industrial units and fifteen (15) single-bedroom residential units. Total buildout will result in three (3), two-story buildings, each with five (5) residential units and three (3) light industrial units. Phase 1 will involve permitting the existing "Cirino's Bloody Mary Mix" business being operated from the existing single-family residence, resolution of the existing code compliance case associated with this business (CC20-0201) and establishing a storage and maintenance yard located behind the single-family residence. Phases 2-4 will each involve construction of one (1) mixed use building, associated parking and other improvements, and installation of a septic system to serve each building.

The Development Permit is also required to permit the existing storage containers, existing and proposed construction trailers and existing "Cirino's Bloody Mary Mix" manufacturing operations on site. The project includes a Management Plan application to allow for the removal of one (1) landmark oak tree on the project site. A Petition for Exception to Road Standards has also been filed to reduce the right of way width required by the A-1 Standard Drawing for Hobart Lane from 50 feet to 30 feet.

The Tentative Parcel Map proposes to create four (4) lots ranging from 0.43-acres to 1.84-acres in size with the construction of one (1) two-story building on each of Lots 2-4, and the existing single-family residence, proposed storage and maintenance yard, recreation/open space area, and septic systems located on Lot 1. Other associated improvements include forty-nine (49) parking stalls and internal driveways, lighting, and landscaping. The proposed project is a part of the Cedar Ridge Rural Center and includes a Fire Protection and Evacuation Plan.

The project's resulting changes in the General Plan and Zoning designations, construction of three (3) residential and light industrial mixed-use buildings, and tentative parcel map to divide the subject parcel into four (4) parcels is not anticipated to create potential impacts that are individually limited but cumulatively considerable. The proposed mixed-use buildings are subject to all applicable local, state, and federal regulations and permitting, and any future change in use will require environmental review pursuant to CEQA. Therefore, the project's cumulatively considerable impacts are ***less than significant***.

21c. The proposed project would not result in any substantial adverse effects to human beings, directly or indirectly, since each potentially significant impact can be reduced to a less than significant level with adherence to the mitigation measures outlined in this initial study and compliance with existing federal, state, and local regulations. This includes potential impacts to aesthetics, air quality, geology and soils, hydrology and water quality, noise, and transportation. Therefore, there would be no substantial adverse effects to human beings because of the project, resulting in impacts that would be ***less than significant with mitigation.***

Mitigation Measures: To offset potentially adverse impacts to aesthetics, biological resources, cultural resources, geology and soils, hydrology and water quality, noise, transportation, and tribal cultural resources, see the listing of **Recommended Mitigation Measures** beginning on page 9 of this initial study.

Recommendation of the Project Planner

Based on this initial evaluation:

____ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

__X__ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

____ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

____ I find that the proposed project MAY have a "potentially significant impact" or a "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

____ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Prepared by:

Steve Geiger

Date: February 2, 2026

Steve Geiger, Senior Planner

Appendix A – Reference Sources

A. Nevada County Department of Planning
B. Nevada County Department of Environmental Health
C. Nevada County Department of Public Works
D. Nevada County Building Department
E. Ophir Hill Fire Protection District
F. California Department of Transportation (Caltrans)
G. Northern Sierra Air Quality Management District (NSAQMD)
H. Nevada Irrigation District (NID)
I. United Auburn Indian Community (UAIC)

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2. Caltrans.*California State Scenic Highways*. Retrieved from: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways
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14. TJKM. *Traffic Impact Study: Cedar Ridge Mixed Use Development (December 2024).*
15. *Nevada County Regional Transportation Plan (NCRTP) 2015-2035* (*Nevada County, January 2018*). Retrieved from: https://www.nctc.ca.gov/Reports/Regional-Transportation-Plan/index.html
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17. California Department of Conservation. (2021). EQ Zapp: California Earthquake Hazards Zone Application. Retrieved from https://maps.conservation.ca.gov/cgs/EQZApp/app/
18. Millennium Planning & Engineering. *Preliminary Drainage Report – Hidden Grove, June 2025*