Mountain F Enterprises Development Permit and Zoning Map Amendment Initial Study and Mitigated Negative Declaration

Nevada County, California

Date:	July 20, 2026
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File Number(s):	PLN25-0129, DVP25-1, RZN26-0002, EIS25-0008
Assessor's Parcel Numbers:	006-441-003, 006-441-004, 006-441-0005
Applicant	Mountain F Enterprises 950 Iron Point Road, Suite 250 Folsom California, 95630
Representative	Robert Wood, Millennium Planning and Engineering
Property Owner:	Mountain F Enterprises
Zoning District:	M1-SP
General Plan Designation:	IND (Industrial)
Project Location:	12503, 12625, 12791 Brunswick Road Grass Valley CA 95945

Project Description:

Mountain F Enterprises is applying for a Development Permit and zoning map amendment for a wood grinding facility at 12503, 12625, and 12791 Brunswick Road, Grass Valley, California 95945 within Nevada County's Light Industrial zone with a Site Performance combining district (M1-SP) and Industrial (IND) General Plan land use designation.

The project will process forest-sourced wood waste, including whole logs and wood debris, sourced from various customers, including from PG&E hazard tree removal operations. The processed wood waste will be subsequently transported to biomass energy facilities for electricity generation or wood product manufacturing plants. The project anticipates processing up to 200 tons of wood products a day.

The project is proposed on three parcels with an aggregate area of 66 acres. Site activities will be concentrated on an existing graded and paved pad that is approximately seven acres in size. No

further disturbance is proposed other than a small right-hand taper that is proposed to be constructed on Brunswick Road. An approximately 1.8-acre portion of the existing seven-acre asphalt pad will be dedicated to the chipping and grinding operation that will be enclosed by a fence and will include a truck scale, a 100 square foot trailer, and a horizontal grinder.

The northern portion of the project area is proposed as a maintenance and outdoor storage area for commercial vehicles such as grapple trucks, semi-trucks, front-end loaders, and excavators. Maintenance includes routine service, inspections, and minor repairs. The asphalt pad will include parking for up to 132 employee vehicles, two 200 square foot office trailers, and six shipping containers for tool and equipment storage.

The project includes a Zoning District Map Amendment (Rezone) to remove the Site Performance Combining District (-SP) overlay from the property, resulting in zoning of Light Industrial (M1) only. The SP overlay is connected to Nevada County Ordinance Number 1853 which discusses requirements that were in place when the project site was owned by Sierra Pacific Industries and proposed as the Nevada County Business and Industrial Center. The original master plan associated with the “SP” was tailored to a larger, multi-parcel industrial center that has not materialized as envisioned in 1994. The M1 zoning district and the IND General Plan Designation will remain.

The project parcels are surrounded by a mix of industrial and rural residential areas. Primary access to the site is via Brunswick Road, a paved County maintained road that connects to nearby urban centers and commercial facilities. It is estimated that the project will have 662 daily vehicle trips composed of 179 heavy vehicle trips and 483 light vehicle trips.

The Facility is proposed to operate Monday through Friday from 7:00 a.m. to 5:30 p.m. (excluding major holidays), with occasional Saturday shifts for peak processing needs. Hours may be extended during emergency operations associated with weather events with approval from the Planning Director.

The overall site plan is shown in Figure 1 and more detailed site plan of the project area is shown in Figure 2 below.

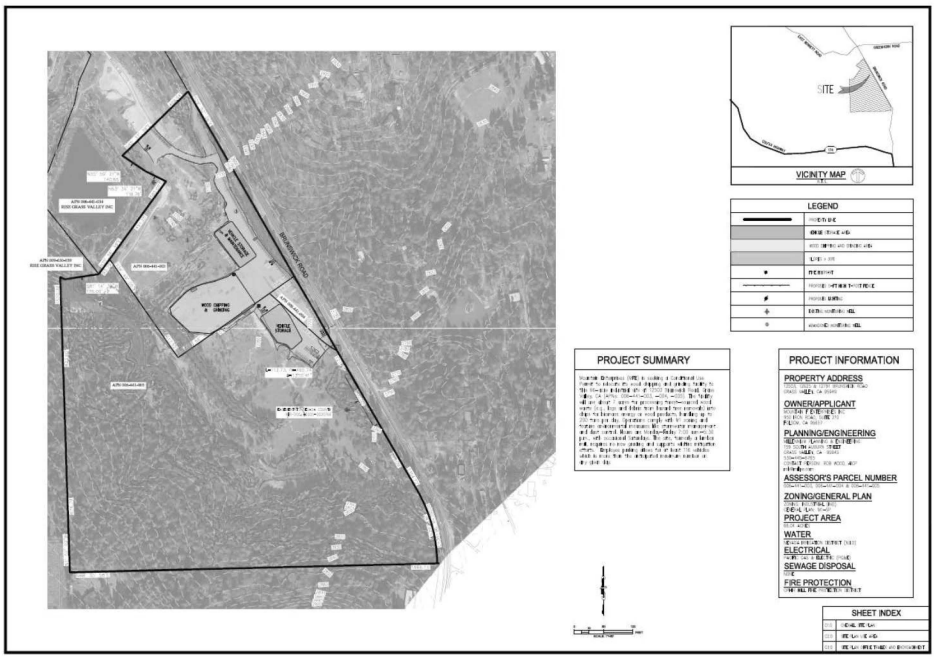


Figure 1: Overall site plan

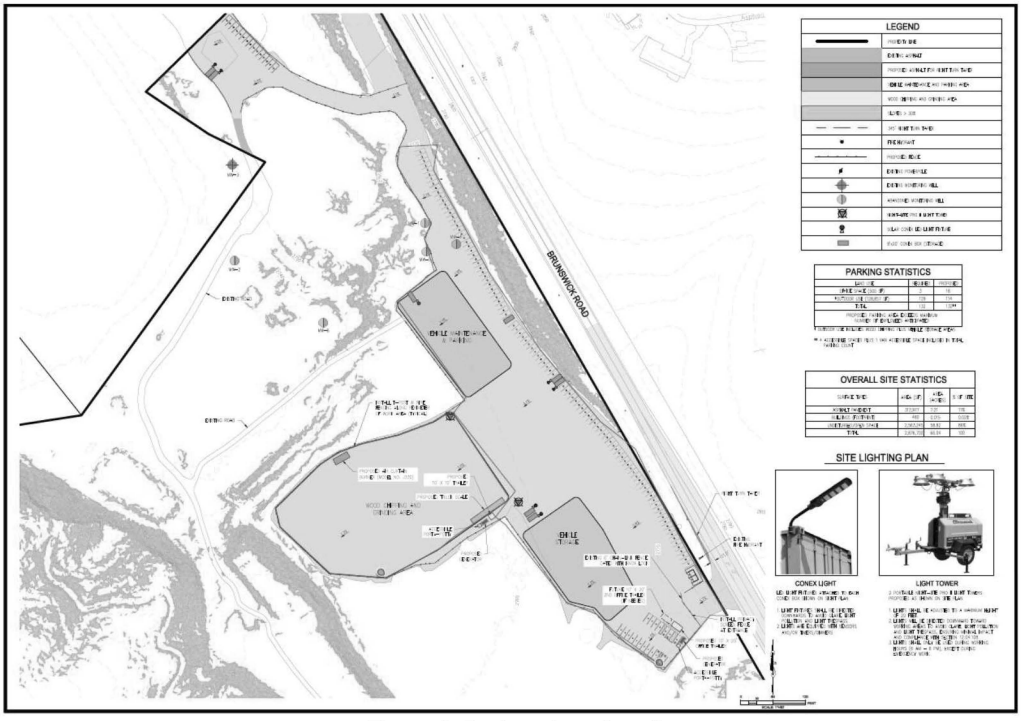


Figure 2: Project Area Detail

Project Location Description and Surrounding Land Zoning & Uses:

The project is proposed on three parcels that total 66-acres in size on Brunswick Road. The parcels are about 2,200 feet north of the intersection of Highway 174 and Brunswick Road. The

project is about 3,200 feet south east of the City of Grass Valley but is within the long-term sphere of influence.



Figure 3: Project Location and Zoning Map

The subject property has a General Plan designation of IND (Industrial) and a Zoning designation of M1-SP (Light Industrial with Site Performance Standards). The Site Performance Standards are associated with Ordinance Number 1853 which discusses requirements for the previously proposed Nevada County Business and Industrial Center. The subject property consists mostly of a large asphalt pad that used to be associated with mining and timber operations. Surrounding the asphalt pad are disturbed mixed conifer forests that are heavily loaded with understory vegetation and dead/downed trees. Within the forested area there are old canals, cleared paths, possible old hydraulic mining walls, and various clearings and depressions.

To the north of the site are parcels previously part of the Idaho Maryland Mine that are owned by Rise Gold. Northwest of the site is a 105-acre undeveloped parcel, west of the site is a single-family residential neighborhood, and south of the project site is a residential agricultural neighborhood. The mixed conifer forest of the project parcel creates a buffer between the asphalt pad on the project site and the surrounding land uses to the west and south. The eastern portion of the parcel is bordered by Brunswick Road and is adjacent from low density residential agricultural development.

Relationship to Other Projects:

There are no other projects that are directly related to the proposed Mountain F Enterprises chipping and griding yard. Lumber milling was performed at northern and central portions of the site from the 1950s to the early 2000s. A land use covenant was issued by the Regional Water

Quality Control Board that restricts the use of shallow groundwater at the former lumber treatment location.

Tribal Consultation:

California Native American Tribes with ancestral land within the project area were routed the project during distribution on October 7, 2025. Tribes include the Nevada City Rancheria Nisenan Tribe, the Shingle Springs Band of Miwok Indians, Tsi-Akim Maidu, and the United Auburn Indian Community. On January 13, 2026 Nevada County staff attended a tribal survey of the site conducted by the United Auburn Indian Community. The UAIC did note historic resources such as the ditches, railroad, and hydraulic scar, but did not note any tribal resources. Consultation was concluded on March 12, 2026. No other requests for consultation were received. The California Native American Tribes will be sent a Notice of Availability for Public Review and Notice of Intent to Adopt a Mitigated Negative Declaration for this project, which will allow the California Native American Tribes the opportunity to comment on the analysis of environmental impacts. Mitigation has been included in Sections 5 and 18 of this initial study to address a plan for further consultation, if needed.

Other Permits Which May Be Necessary:

Based on initial comments received, the following permits may be required from the designated agencies:

1. Building Permits – Nevada County Building Department
2. CUPA Permitting – Nevada County Environmental Health Department
3. Encroachment Permit – Nevada County Department of Public Works
4. Industrial NPDES Storm Water Pollution Prevention Permit – Central Valley Regional Water Quality Board
5. Dust Control Plan – Northern Sierra Air Quality Management District
6. Authority to Construct – Northern Sierra Air Quality Management District

Attachment: California Emissions Estimator Model Mountain F Enterprises Detailed Report, June 11, 2026

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.

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

Summary of Impacts and Recommended Mitigation Measures:

1. AESTHETICS

To offset potentially adverse aesthetic impacts associated with the project activities, the following mitigation measures shall be required and shall be included in the improvement plans for the project:

Mitigation Measure 1A: Light Orientation. The light towers shall not be moved from the location shown on the site plans. The orientation shall align with the description below:

Type A lighting at each trailer consists of (4) luminaires mounted at approximately 20 ft above grade. Fixtures shall be field-aimed such that (2) luminaires are directed in each opposing direction along the primary site axis.

Within each direction, one luminaire shall be aimed at approximately 45 degrees and one luminaire at approximately 25 degrees from horizontal to provide both distance throw and near-field illumination. Photometric analysis is based on this aiming configuration.

Type C lighting is modeled at 15 degrees tilt from horizontal.

Timing: Prior to issuance of grading/improvement/building permits and throughout operation.
Reporting: Approval of future grading/improvement permit
Responsible Agency: Planning Department and Building Department

Mitigation Measure 1B: Light Tower Operation. The portable light towers shall be used only during winter months as needed between approximately 7:00 am and 5:30 pm, and during emergency operations associated with weather events. The applicant shall notify the Planning Department when the portable light towers are planned to be used for emergency operations outside of these hours.

Timing: Prior to issuance of grading/improvement/building permits and throughout operation.
Reporting: Approval of future grading/improvement permit
Responsible Agency: Planning Department

3. AIR QUALITY

To offset potentially adverse air quality impacts associated with the project activities, the following mitigation measures shall be required and shall be included in the improvement plans for the project:

Mitigation Measure 3A: Dust Mitigation Measures. The following measures are required to be noted on the all improvement plans and shall be followed during construction in addition to the emission controls specified in the Dust Control Plan:

(A) Construction vehicle speed at the work site must be limited to fifteen (15) miles per hour or less;

(B) Prior to any ground disturbance, sufficient water must be applied to the area to be disturbed to prevent visible emissions from crossing the property line;

(C) Areas to be graded or excavated must be kept adequately wetted to prevent visible emissions from crossing the property line;

(D) Storage piles must be kept adequately wetted, treated with a chemical dust suppressant, or covered when material is not being added to or removed from the pile;

(E) Equipment must be washed down before moving from the property onto a paved public road; and

(F) Visible track-out on the paved public road must be cleaned using wet sweeping or a HEPA filter equipped vacuum device within twenty-four (24) hours.
Timing: Prior to issuance of grading/improvement/building permits.
Reporting: Approval of future grading/improvement permit
Responsible Agency: Northern Sierra Air Quality Management District and Planning Department

4. BIOLOGICAL RESOURCES:

To reduce potential construction impacts to biological resources, the following mitigation measures shall also be required and shall be included as notes on the approved improvement plans:

See Mitigation Measure 10A

5. CULTURAL RESOURCES:

To offset potentially adverse cultural or historical resources impacts associated with the construction activities, the following mitigation measure shall be required and shall be included as notes on all grading and construction plans:

Mitigation Measure 5A: Halt Work and Contact the Appropriate Agencies if Human Remains or Cultural Resources are Discovered during Project Construction. All grading and construction plans shall include the note outlining the requirements provided below to ensure that any cultural resources discovered during project construction are properly managed. These requirements including the following:

Any person who, in the process of project activities, discovers any cultural resources and/or human remains within the project area, shall cease from all project activities within at least 100 feet of the discovery. A qualified professional shall be notified to assess any discoveries and develop appropriate management recommendations for cultural resource treatment. In the event that human remains are encountered, the sheriff-coroner shall be notified immediately upon discovery. In the event that Native American human remains are encountered, the Native American Heritage Commission or the most likely descendants of the buried individual(s) who are qualified to represent Native American interests shall be contacted. Specific treatment of Native American human remains shall occur consistent with State law and Mitigation Measure 18A.

Timing: Prior to issuance of grading/improvement/building permits and throughout construction.
Reporting: Approval of future grading/improvement permit
Responsible Agency: Planning Department and Building Department

7. GEOLOGY / SOILS

To offset potentially adverse impacts associated with geology and soils, the following mitigation measure shall be required and shall be included as notes on all grading and construction plans:

See Mitigation Measures 5 A and 18A

10. HYDROLOGY / WATER QUALITY

To offset potentially adverse impacts associated with hydrology and water quality, the following mitigation measure shall be required and shall be included as notes on all grading and construction plans:

Mitigation Measure 10A: Industrial Storm Water General Permit: Submit the Storm Water Pollution Prevention Plan to the Central Valley Regional Water Quality Control Board to obtain an Industrial Storm Water General Permit. The applicant shall provide documentation of the approval of the Industrial Storm Water General Permit to the Nevada County Planning Department prior to issuance of any improvements permits.

Timing: Prior to issuance of grading/improvement/building permits and throughout operation.
Reporting: Approval of future grading/improvement permit
Responsible Agency: Planning Department, Building Department, and Central Valley Water Quality Control Board.

13. NOISE

To mitigate potential construction related noises, the following mitigation measures shall be required and shall be included as notes on the improvement and grading permits prior to permit issuance:

Mitigation Measure 13A. Limit Potential Noise Impacts: The following note shall be included on all future grading, improvement, and building permits:

- Construction shall be limited to 7:00 a.m. to 7:00 p.m. Monday through Saturday.
- 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: Prior to issuance of grading/improvement/building permits and throughout construction.
Reporting: Agency approval of permits or plans
Responsible Agency: Planning Department and Building Department

17. TRANSPORTATION

To mitigate potential traffic impacts, the following mitigation measures shall be required and shall be included as notes on the improvement and grading permits prior to permit issuance:

Mitigation Measure 17A. Right Turn Taper: A right-turn taper shall be constructed at the project driveway. The taper shall align with all County requirements and substantially align with the taper shown on sheet C3 of the site plans.

Timing: Prior to finalization of building permits.
Reporting: Agency approval of permits or plans
Responsible Agency: Planning Department and Building Department

Mitigation Measure 17B. Pedestrian Facilities: A walkway that is at least 4 feet wide shall be marked between the employee trailer, the nearby parking spaces, and the trash enclosure, as recommended by the W-Trans Traffic Impact Study

Timing: Prior to issuance of building permits.
Reporting: Agency approval of permits or plans
Responsible Agency: Planning Department and Building Department

Mitigation Measure 17C. Bicycle Racks: Provide bicycle parking at a ratio of 1 rack for each 75 spaces, resulting in a total of two bicycle racks designed to provide a minimum of four bicycle spaces in each rack.

Timing: Prior to issuance of building permits.
Reporting: Agency approval of permits or plans
Responsible Agency: Planning Department and Building Department

18. TRIBAL CULTURAL RESOURCES

To offset potentially adverse cultural or historical resources impacts associated with the construction activities, the following mitigation measures shall be required:

Mitigation Measure 18A: Unanticipated 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 Nevada County shall be immediately notified, and the Tribal Representative in coordination with Nevada County shall determine if the find is a TCR (PRC §21074) and the Tribal Representative shall make recommendations for further evaluation and treatment as necessary.

Treatment and Documentation: The culturally affiliated Tribe shall consult with Nevada County 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 Nevada County 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 Nevada County 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: Prior to Issuance of grading/improvement/building permits and throughout construction
Reporting: Planning Department Approval of Grading and Construction Permits
Responsible Agency: Planning Department & United Auburn Indian Community

Mitigation Monitoring Matrix:

MEASURE #	MONITORING AUTHORITY	IMPLEMENTATION TIMING
1A	Planning Department and Building Department	Prior to issuance of grading/improvement/building permits and throughout operation.
1B	Planning Department	Prior to issuance of grading/improvement/building permits and throughout operation.
3A	NSAQMD and Planning Department	Prior to issuance of grading/improvement/building permits.
5A	Planning Department and Building Department	Prior to Issuance of grading/improvement/building permits and throughout construction

10A	Planning Department, Building Department, and Central Valley Water Quality Control Board.	Prior to issuance of grading/improvement/building permits and throughout operation.
13A	Planning Department and Building Department	Prior to Issuance of grading/improvement/building permits and throughout construction
17A	Planning Department and Building Department	Prior to finalization of building permits.
17B	Planning Department and Building Department	Prior to issuance of building permits.
17C	Planning Department and Building Department	Prior to issuance of building permits.
18A	Planning Department & United Auburn Indian Community	Prior to Issuance of grading/improvement/building permits and throughout 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). The information, analysis and conclusions contained in the checklist are the basis for deciding whether an Environmental Impact Report (EIR) or Negative Declaration is to be prepared. If an EIR is determined to be necessary based on the conclusions of the Initial Study, the checklist is used to focus the EIR on the effects determined to be potentially significant. 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 site is located within an already graded and paved portion of the parcel. The surrounding topography consists of rolling hills to the south, west, and north, rising approximately 20 to 140 feet above the site. Residential development is situated on elevated terrain to the south and west.

The parcel is bordered by dense mixed conifer forest extending approximately 500 feet inward from the northern, western, and southern property lines, which provides substantial visual screening of the project area. The site is most visible from Brunswick Road, which runs parallel to the eastern property boundary. A vegetative buffer ranging from approximately 10 to 50 feet in depth exists along Brunswick Road and provides partial screening. However, gaps in vegetation—particularly near the site driveway where the buffer is narrower—allow intermittent views of the project area for passing motorists.

The use currently operates on-site without permits; however, prior to this activity, the site consisted of an existing asphalt pad with surrounding disturbance from previous industrial uses. As such, the project area is characterized as previously disturbed, largely vacant, and lacking notable visual features. The existing aesthetic and scenic value of the site is therefore considered low.

The County does not designate the project area as a scenic corridor, and no state-designated scenic highways are located in the immediate vicinity. State Route 20, located approximately two miles north of the site, and State Route 174, located to the south, are both eligible for scenic highway designation; however, neither has been officially designated.



Figure 4: View of Project Entrance from Brunswick Road



Figure 5: View of Project from Brunswick near denser roadside vegetation.

Except as provide in Public Resources Code Section 21099, would the proposed 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, B
b. Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?				✓	A, B,1
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 point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			✓		A
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?		✓			A, 2, 28

Impact Discussion:

1a, c. The project site does not constitute a scenic vista, as it consists of an existing asphalt pad associated with prior industrial use. There are also no publicly accessible vantage points of the project site or publicly accessible vantage points that the project would interfere with. There is no scenic corridor zoning overlay that the project would conflict with.

While the introduction of wood chipping and grinding operations and vehicle storage is not typically considered visually attractive, the proposed use would not substantially degrade the existing visual character of the site, which is currently developed and visually limited in quality. The proposed commercial activity would introduce a maintained and active use, reducing the appearance of vacancy and disuse associated with the existing condition.

The project has been designed to minimize aesthetic impacts to the extent feasible for an industrial use. Outdoor equipment and vehicle storage areas are sited in portions of the parcel with the most effective vegetative screening from Brunswick Road. The site entrance would remain largely unchanged, with the addition of six trees and minor landscaping improvements

which will be required as a condition of approval. The existing natural vegetation along Brunswick Road meets the County's landscaping requirement for the buffer yard to be at least 10 feet in width. Two approximately 10-foot by 20-foot sheds are proposed for office use near the entrance. The site layout, with structures located toward the front and operational and storage areas toward the rear, is consistent with the Western Nevada County Design Guidelines. Therefore, visual character impacts from the proposed development are anticipated to be ***less than significant.***

1b. There are no state-designated scenic highways located in the immediate vicinity. State Route 20, located approximately two miles north of the site, and State Route 174, located to the south, are both eligible for scenic highway designation; however, neither has been officially designated. Because there are no state scenic highways, the project will not have an impact on scenic resources within state scenic highways. Furthermore, the project area does not contain scenic resources such as mature trees, rock outcrops, or historic structures. All project activities would occur on the existing asphalt pad, and no new ground disturbance is proposed. The site does not contain scenic resources, and it is not visible from a designated state scenic highway. Therefore, the project would have ***no impact*** on scenic resources within a state scenic highway.

1d**.** The project would include lighting mounted on shipping containers (conex boxes), office sheds, and two portable light towers. A Lighting Photometric Analysis has been prepared demonstrating compliance with Nevada County Code Section 12.04.108, including the use of downward-directed and shielded lighting to prevent off-site light spill. Mitigation Measure 1A is proposed to require that the light towers remain in the configuration they were analyzed in. The portable light towers would be used only during winter months, as needed between approximately 7:00 a.m. and 5:30 p.m., and during emergency operations associated with weather events, as required by Mitigation Measure 1B. Solar-powered lights attached to shipping containers would be motion-activated and automatically shut off when not in use. Permanent lighting on the office sheds would be low-intensity, downward-directed, and oriented away from Brunswick Road, toward the interior of the site and adjacent vegetated areas. Because all lighting would comply with County standards and avoid spillover onto adjacent properties or public roadways, the project impact on daytime and nighttime views would be ***less than significant with mitigation.***

Mitigation:

To offset potentially adverse aesthetic impacts associated with the project activities, the following mitigation measures shall be required and shall be included in the improvement plans for the project:

> **Mitigation Measure 1A: Light Orientation.** The light towers shall not be moved from the location shown on the site plans. The orientation shall align with the description below:
>
> Type A lighting at each trailer consists of (4) luminaires mounted at approximately 20 ft above grade. Fixtures shall be field-aimed such that (2) luminaires are directed in each opposing direction along the primary site axis.
>
> Within each direction, one luminaire shall be aimed at approximately 45 degrees and one luminaire at approximately 25 degrees from horizontal to provide both distance throw and near-field illumination. Photometric analysis is based on this aiming configuration.

Type C lighting is modeled at 15 degrees tilt from horizontal.

Mitigation Measure 1B: Light Tower Operation. The portable light towers shall be used only during winter months as needed between approximately 7:00 am and 5:30 pm, and during emergency operations associated with weather events. The applicant shall notify the Planning Department when the portable light towers are planned to be used for emergency operations outside of these hours.

Timing: Prior to issuance of grading/improvement/building permits and throughout operation.
Reporting: Approval of future grading/improvement permit
Responsible Agency: Planning Department

2. AGRICULTURAL/FORESTRY RESOURCES

Existing Setting:
The project site is classified as "Other Land" by the California Department of Conservation Important Farmlands Maps (2026) and does not include important farmland." The project site does not contain any land within a Williamson Act contract, nor is the parcel within a Timberland Production Zone.

Would the proposed 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 Department of Conservation's Division of Land Resource Protection, to non-agricultural use?				✓	A, 3, 4
b. Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?				✓	A, D, 3, 4
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resource Code section 12220(g)), timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				✓	A, 2

d. Result in the loss of forest land or conversion of forest land to non-forest use?				✓	A, 2
e. Involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forest land to nonforest use?				✓	A, 2

Impact Discussion:

2a,b. The proposed project would require minimal ground disturbance because the project is proposed on an existing asphalt pad. The project was designed to avoid new disturbance or removal of asphalt due to presence of contaminated soil below the asphalt. As noted above, the project site is not mapped as being within the California Department of Conservation Important Farmlands Maps. There are no irrigated pasture lands or agricultural operations on the subject 66-acre site. Additionally, the proposed project will not conflict with or convert existing zoning for agricultural use due to the parcels being zoned for light industrial. Neither the subject property nor adjacent properties are under a Williamson Act contract, and surrounding lands are zoned and designated for light industrial or residential uses. As a result, the proposed project is anticipated to have ***no impact*** on a Williamson Act contract(s) or conversion of farmlands to a non-agricultural use.

2c,d,e. The proposed project does not include a change in zoning out of a Forest or Timber Production Zone, and would not result in the loss or conversion of land zoned Forest or Timber Production Zone because the parcel is zoned for light industrial and the project is proposed on an existing asphalt pad and does not propose to expand the area of disturbance. The project may include some forestry management in the future to reduce dead and dying trees which will reduce fire risk. The removal of hazardous vegetation such as ladder fuels and dead and decaying trees is foreseeable and a necessary part of land management rather than a conversion of land. Fuel hazard reduction does not require permitting from the County, but permitting from CalFire may be needed. The proposed project would serve a company that performs vegetation management, utility line clearance, and hazardous tree removal offsite, and then brings the vegetation back onsite for chipping, but those tasks must be done with proper permitting and are not directly within the scope of this development project's impact on agricultural or forestry resources.

Therefore, there will be ***no impact*** related to forest land or timberland production zoning districts or the conversion of forestland.

3. AIR QUALITY

Existing Setting:

Nevada County is located in the Mountain Counties Air Basin (MCAB). The MCAB includes the central and northern Sierra Nevada Mountain range with elevations ranging from several hundred feet in the foothills to over 6,000 feet above mean sea level along the Sierra Crest. The MCAB generally experiences warm, dry summers and wet winters. Ambient air quality in the air basin is

generally determined by climatological conditions, the topography of the air basin, and the type and amount of pollutants emitted.

The Northern Sierra Air Quality Management District has responsibility for controlling air pollution emissions including “criteria air pollutants” and “toxic air pollutants” to improve air quality within Nevada County. To do so, the District adopts rules, regulations, policies, and programs to manage the air pollutant emissions from various sources, and also must enforce certain statewide and federal rules, regulations and laws.

The Federal Clean Air Act of 1971 established national ambient air quality standards (NAAQS). These standards are divided into primary and secondary standards. Primary standards are designed to protect public health and secondary standards are designed to protect plants, forests, crops, and materials. Because of the health-based criteria identified in setting the NAAQS, the air pollutants are termed “criteria” pollutants. Criteria air pollutants include ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, lead, and particulate matter. California has adopted its own ambient air quality standards (CAAQS). CAAQS include the NAAQS pollutants, in addition to visibility reducing particles, sulfates, hydrogen sulfide, and vinyl chloride.

A nonattainment area is an area where a criteria air pollutant’s concentration is above either the federal and/or state ambient air quality standards. Depending on the level of severity, a classification will be designated to a nonattainment area. Failure of a state to reach attainment of the NAAQS by the target date can trigger penalties, including withholding of federal highway funds.

For eight-hour average ozone concentrations, Nevada County is serious nonattainment for both the 2008 and 2015 state and federal ozone standards of 75 and 70 parts per billion, respectively. Unlike other pollutants, ozone is not typically released directly into the atmosphere from any sources. Ozone is created by the interaction of Nitrogen Oxides and Reactive Organic Gases (also known as Volatile Organic Compounds) in the presence of sunlight, especially when the temperature is high. The major sources of Nitrogen Oxides and Reactive Organic Gases, known as ozone precursors, are combustion sources such as factories, automobiles and evaporation of solvents and fuels. Ozone is mainly a summertime problem, with the highest concentrations generally observed in July and August, when the days are longest, especially in the late afternoon and evening hours. Ozone is considered by the California Air Resources Board to be overwhelmingly transported to Nevada County from the Sacramento Metropolitan area and, to a lesser extent, the San Francisco Bay Area. This recognition of overwhelming transport relieves Nevada County of CAAQS-related requirements, including the development of CAAQS attainment plan with a “no-net-increase” permitting program or an “all feasible measures” demonstration.

For particulate matter, ambient air quality standards have been established for both PM10 and PM2.5. California has standards for average PM10 concentrations over 24-hour periods and over the course of an entire year, which are 50 and 20 µg/m3, respectively. (The notation “µg/m3” means micrograms of pollutant per cubic meter of ambient air.) For PM2.5, California only has a standard for average PM2.5 concentrations over a year, set at 12 µg/m3, with no 24-hour-average standard.

Nevada County is in compliance with all of the federal particulate matter standards, but like most California counties it is out of compliance with the state PM10 standards. Particulate-matter is

identified by the maximum particle size in microns as either PM2.5 or PM10. PM2.5, is mostly smoke and aerosol particles resulting from woodstoves and fireplaces, vehicle engines, wildfires, and open burning. PM-10 is a mixture of dust, combustion particles (smoke) and aerosols from sources such as surface disturbances, road sand, vehicle tires, and leaf blowers.

Ultramafic rock and its altered form, serpentine rock (or serpentinite), both typically contain asbestos, a cancer-causing agent. Ultramafic rock and serpentine exist in several locations in Nevada County, mainly in the western area. The Northern Sierra Air Quality Management District identifies the project side as containing naturally occurring asbestos.

To the north of the site are parcels previously part of the Idaho Maryland Mine that are owned by Rise Gold. Northwest of the site is a 105-acre undeveloped parcel, west of the site is a single-family residential neighborhood, and south of the project site is a residential agricultural neighborhood. The mixed conifer forest of the project parcel creates a buffer between the asphalt pad on the project site and the surrounding land uses to the west and south. The eastern portion of the parcel is bordered by Brunswick Road and is adjacent from low density residential agricultural development. The nearest sensitive receptors are residences east of the parking lot of the project, across Brunswick Road, about 270 feet away.

An evaluation of project impacts related to greenhouse gas emissions is provided in Section 8 of this Initial Study.

Would the proposed 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, D, 6, 7, 8, 18
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?			✓		A, D, 6, 7, 8, 18
c. Expose sensitive receptors to substantial pollutant concentrations?		✓			A, D, 6, 7, 8, 18
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?		✓			A, D, 6, 7, 8, 18

Impact Discussion:

3a,c,d. The emissions associated with construction of the project are substantially below any adopted pollution emission threshold due to the minimal amount of construction required. Construction activities would be limited to the placement of two small office trailers, construction of a trash enclosure, minor landscaping for screening, and small roadway improvements for the right-hand taper. The asphalt pad where the project is proposed is already existing.

The primary contributors of project-related emissions would occur during the operational phase and include the off-highway vehicle fleet and on-road vehicle fleet. Project emissions were evaluated using the California Emissions Estimator Model (CalEEMod). The California Emissions Estimation Model (CalEEMod) provides a means to estimate potential emissions associated for both construction and operation of land use projects.

The CalEEMod analysis is based on 682 daily weekday trips, as identified in the W-Trans traffic study. These trips are distributed among various vehicle classes, including heavy-duty trucks, light-duty trucks, and passenger vehicles. All construction equipment and operation thereof would be regulated per CARB's In-Use Off- Road Diesel Vehicle Regulation, which is intended to reduce emissions associated with off-road diesel vehicles and equipment.

The operational phase of the project would include three rubber-tired loaders, two excavators, one wood grinder, two generator sets, and two light towers. The off-road equipment fleet and estimated daily hours of operation were provided by the applicant and were used in the CalEEMod analysis.

The Northern Sierra Air Quality Management District (NSAQMD) established thresholds of significance for assessing and mitigating air quality impacts of land use projects, as shown in Table 1 provided below. Level A requires the most basic mitigations, projects falling within the Level B range require more extensive mitigation and Level C requires the most extensive mitigations.

Table 1: Thresholds of Significance

	Level A Thresholds	
NOX	**ROG**	**PM10**
<24 lbs/day	<24 lbs/day	<79 lbs/day

	Level B Thresholds	
NOX	**ROG**	**PM10**
24-136 lbs/day	24-136 lbs/day	79-136 lbs/day

	Level C Thresholds	
NOX	**ROG**	**PM10**
>136 lbs/day	>136 lbs/day	>136 lbs/day

Based on the CalEEMod analysis, the project is predicted to emit a maximum of 2 pounds per day of Reactive Organic Gases/Volatile Organic Compounds, which is below the Northern Sierra Air Quality Management District's (NSAQMD) level A threshold of significance of 24 pounds per day. The project is modeled to emit a maximum of 0.3 pounds per day of PM10, which is below the level A threshold of 79 pounds per day. However, the project is modeled to emit a maximum of 28 pounds per day of NOx, which slightly exceeds the level A threshold of 24 pounds per day and falls within the range of the level B thresholds. One pollutant within the level B threshold is not considered significant. Furthermore, 28 pounds per day is the maximum daily mass of pollution expected. The daily average is 17 pounds per day of NOx, which is below the most stringent NOx threshold. The project was routed to the Northern Sierra Air Quality Management District for review. The NSAQMD supports the project, but due to the minor disturbance proposed for the right turn taper and tree planting for screening, dust control measures as specified in Mitigation Measure 3A are required.

The project has been reviewed by the NSAQMD and would not result in a significant impact based on the adopted NSAQMD thresholds of significance, therefore, conflicts with implementation of an applicable air quality plan are anticipated to be **less-than-significant**.

Due to the project's consistency with the NSAQMD's thresholds of significance for emissions and the proposed mitigation measure 3A, the project's impact on exposing sensitive receptors to substantial pollutant concentrations or other emissions, such as odors is anticipated to be **less-than-significant with mitigation.**

3b. As discussed above, western Nevada County is non-attainment for State and Federal ozone standards. NOx is a precursor to ozone; however, the Northern Sierra Air Quality Management District reviewed the project and determined that the NOx emissions would not conflict with its State Implementation Plan for ozone due to the average NOx emissions being below the most stringent threshold of significance (level A).

Therefore, the project is anticipated to have a **less-than-significant impact** on western Nevada County's attainment of State and Federal air quality standards.

Mitigation:

To offset potentially adverse air quality impacts associated with the project activities, the following mitigation measures shall be required and shall be included in the improvement plans for the project:

Mitigation Measure 3A: Dust Mitigation Measures. The following measures are required to be noted on the all improvement plans and shall be followed during construction in addition to the emission controls specified in the Dust Control Plan:

(A) Construction vehicle speed at the work site must be limited to fifteen (15) miles per hour or less;

(B) Prior to any ground disturbance, sufficient water must be applied to the area to be disturbed to prevent visible emissions from crossing the property line;

(C) Areas to be graded or excavated must be kept adequately wetted to prevent visible emissions from crossing the property line;

(D) Storage piles must be kept adequately wetted, treated with a chemical dust suppressant, or covered when material is not being added to or removed from the pile;

(E) Equipment must be washed down before moving from the property onto a paved public road; and

(F) Visible track-out on the paved public road must be cleaned using wet sweeping or a HEPA filter equipped vacuum device within twenty-four (24) hours.
Timing: Prior to issuance of grading/improvement/building permits.
Reporting: Approval of future grading/improvement permit
Responsible Agency: NSAQMD and Planning Department

4. BIOLOGICAL RESOURCES

Existing Setting:
A reconnaissance level biological resources field survey was conducted on foot for the entirety of the Project area by Greg Matuzak, Principal Biologist and owner of Greg Matuzak Environmental Consulting LLC on April 30th, 2025. The purpose of the survey was to identify habitat and vegetation types and to determine the potential for any special status plant and wildlife species identified in the desktop analysis and background research to occur within the Project area.

Greg Matuzak determined that the entirety of the Project area has been disturbed by historic mining and lumber mill practices, public access, and ongoing management for many years which is the baseline condition for the Project area. Within the Project area, the dumping of soils, landscape materials, and other miscellaneous items has also occurred for many years and the current circumstances are the baseline conditions. The entirety of the Project area is characterized as disturbed and/or developed given the amount of pavement and impervious surfaces in the Project area.

The Project area is located in Nevada County, CA in the northern-central Sierra Nevada foothills. The Sierra Nevada foothills lie between the western edge of the Sierra Nevada and the eastern border of the Central Valley. The foothills form a belt 10 to 30 miles wide that ranges from 500 to 5,000 feet in elevation in a series of northwest to north- northwest aligned ridges that decline in elevation from northeast to southwest. Many rapidly flowing rivers and streams run westerly in deeply incised canyons with bedrock channels to the Central Valley and eventually to the Pacific Ocean. Alluvial fans, floodplains, and terraces are not extensive; and all but the largest streams are generally dry during the summer.

Vegetation communities within the Project area are typical of the lower Sierra Nevada foothills. However, the terrain within the Project area is not typical of the lower Sierra Nevada foothills that normally vary between flat ridges and valleys to gently and moderately sloping hillsides given the high level of development and disturbance within the Project area. The Project area is relatively flat and located within the disturbed and developed areas of the industrial site. Elevation is

approximately 2,775 feet above mean sea level (MSL) and ranges between approximately 2,760 to 2,890 to feet above MSL within the Project area.

Natural hydrological sources for the Project area include precipitation and surface runoff from adjacent lands. Mean annual rainfall in the area is 53.74 inches (NRCS, 2025). During rain events over the previous month prior to the field surveys, very little surface water and no snow was identified. However, evidence of surface moisture was still present in some areas. Water stained leaves and damp surface soil/leaf litter was observed and some mapped wetland features had surface ponding.

Would the proposed 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 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?				✓	A, B, 2, 9
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, B, 2, 9
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, B, 2, 9
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, B, 2, 9, 21
e. Conflict with any local policies or ordinances protecting biological				✓	A, B, 2, 9

resources, such as a tree preservation policy or ordinance?					
f. Conflict with the provisions of an adopted Habitat Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓	A, B, 2, 9

Impact Discussion:

4a,d. The project biologist searched the CDFW's California Natural Diversity Database Biogeographic Information and Observation System (BIOS). Based on the results of the searches, 14 special-status plant species were identified as occurring within the Grass Valley Quad search where the Project is located. A single CNPS ranked plant species was identified within the Project vicinity, the CNPS list 4.2 Humboldt lily (*Lilium humboldtii ssp. humboldtii*), which was documented during the biological resource surveys completed in July and August 2019. However, the biologist determined it is located outside the Project area and that small population would not be impacted by the proposed Project. Given the disturbed and developed nature of the Project area, no special-status plant species occur within the Project area. This Project would have **no impact** on special-status plant species and therefore, no mitigation is required.

The CNDDB database search of the Grass Valley 7.5-minute USGS quadrangles revealed ten (10) special-status wildlife species that have previously been identified and mapped within the Grass Valley USGS topographic quadrangle where the Project is located. None of these species were identified within the Project area during biological resources survey conducted on April 30th, 2025. In addition, no USFWS Designated Critical Habitat (DCH) has been mapped by USFWS for any federally listed species within the vicinity of the Project area. Given the Project area is dominated by developed habitat with the edges being mapped as disturbed, special-status aquatic and terrestrial wildlife species would have no potential to occur within the Project area. The project biologist, Greg Matuzak, determined that there is a very low potential for nesting raptors and other nesting migratory bird species to occur within and directly adjacent to the Project area. Therefore, this project would have **no impact** on special-status wildlife species and therefore, no mitigation is required.

The project is not anticipated to substantially interfere with the movement of any native fish, wildlife species, or migratory wildlife corridors. There are no streams on the project site that will be impeded or modified. The project is proposed on an existing asphalt pad that has previously been used for industrial projects. Based on the California Fish and Wildlife BIOS viewer, the project is not within an Essential Connectivity Area and has a connectivity ranking of 2 out of 5. Based on the physical conditions of the project area, the actual connectivity is likely lower in that specific location. Therefore, **no impact** to the movement of fish and wildlife species in anticipated.

4b,c. The USGS maps, a staff site visit, and the biological inventory confirm that the project site does not contain any riparian habitat, waterways, wetlands, or other sensitive natural communities. There are is a pond, riparian area, and a meadow to the north on a separate parcel, but these resources are outside of the proposed project area which will remain on the existing asphalt pad. The project does include an aspect of vehicle maintenance area for routine servicing,

repairs, and inspections. This servicing could result in the spill of mechanical fluids such as oil. The project does not propose to discharge, but a storm event could potentially wash small amounts of spilt mechanical fluids off the pad and into the environment. This concern was expressed to the Central Valley Waterboard who determined that an Industrial Storm Water General Permit would be required. This has been included as Mitigation Measure 10A. With obtainment and compliance with the permit, as shown in Mitigation Measure 10A, the project would have impacts that are ***less than significant with mitigation.***

4e. The proposed project is not anticipated to conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Nevada County has a number of local policies and ordinances that protect sensitive resources, including deer habitat; rare, threatened, and endangered species and their habitats; timber resources; watercourses, wetlands, and riparian areas; and steep slopes. The proposed project will remain within an existing area of disturbance on an asphalt pad. The project are does not contain water resources, steep slopes that would be disturbed (above 30 percent in grade), or any special-status species. The project area does not have any landmark oak trees, which are defined as those oak groves that have a diameter at breast height (dbh) of thirty-six or more inches. There are likewise no landmark oak groves, which are groves having a canopy cover of thirty-three (33) percent or more canopy coverage. Therefore, the project would have ***no impact*** on local policies or ordinances protecting biological resources.

4f. The subject property is not part of a Habitat Conservation Plan or any other adopted conservation plans; therefore, the project would have ***no impacts*** or conflicts with adopted conservation plans.

Mitigation:

To reduce potential construction impacts to biological resources, the following mitigation measures shall also be required and shall be included as notes on the approved improvement plans:

Mitigation:

See Mitigation Measure 10A

5. CULTURAL RESOURCES

Existing Setting:

The Project area is in Grass Valley on the western slope of the Sierra Nevada, at approximately 2,700 feet above mean sea level. South Fork Wolf Creek passes through the southwestern edge of the parcels to the north of the project area. The surrounding terrain includes steep drainages south and east and gently sloped hills north and west. Grass Valley summers are dry and warm; winters are wet and cool. The area is laced with creeks and springs. The climate fosters a diverse array of vegetation typical of the Yellow Pine Belt community.

Gold mining in the Grass Valley area began in 1848 when placer gold was discovered in Wolf Creek, but the region is best known for its high producing hard-rock (lode) mines that were productive from the 1860s through the 1950s. Although lode mining began in Grass Valley in the 1850s, it did not develop in earnest until after the Comstock rush ended in 1865. Eventually, the Grass Valley Mining District was the most productive gold-bearing area in California. Gold production from the late 1860s to 1950s in the Grass Valley District paralleled production throughout the state, but in much higher numbers. A steady increase began in the late 1860s with an infusion of capital. Another boost occurred from technological advances in the 1890s. With WWI came prosperity and higher costs of production, which slowed output. Then with the Great Depression, production costs decreased, increasing output. The 10-year span from 1930 to 1940 demonstrated a remarkable abundance within the District; nearly 2.2 million tons of ore were produced, yielded $26.76 million. During WWII, the United States forced shut down of mines as non-essential to the war effort. An attempt was made after the shutdown was lifted after the war, but higher production costs again stunted output until many mines, including the largest mines in Grass Valley, closed in 1956 (Clark 1970).

Would the proposed 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, E, 10
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		✓			A, E, 10
c. Disturb any human remains, including those interred outside of formal cemeteries?		✓			A, E, 10

Impact Discussion:

5a-c. A Historic Properties Inventory was originally completed by InContext Cultural Resource Solutions for Rise Gold who previously owned the Mountain F Enterprises project parcels. Based on Figure 2, of the inventory, the Mountain F Enterprises parcels were studied and surveyed. Since 2019, it is not anticipated that the cultural resources on the project site, and in particular the paved project area, have changed.

Trish Fernandez, M.A.,RPA and Laurel Zickler-Martin, M.A of InContext conducted a records search for the project area on February 12, 2019 at the Northern Central Information Center (NCIC) of the California Historical Resources Information System (CHRIS), located at California State University Sacramento. As a result of the records search, the entire area of potential effect (APE) was subject to a pedestrian survey on May 9 and 10, 2019 by the two archaeologists in 20 meter transects. They determined that approximately 80% of the ground surface has been disturbed as

a result of previous mining and industrial activities and includes areas that are now graded and paved.

The InConext study found and considered 11 resources identified within the APE, including the Nevada County Narrow Gauge Railroad. It was determined that none of the resources in the APE or the project area are individually eligible for listing in National Register of Historic Places or the California Register of Historical Resources.

The report stated that the "underground workings associated with the Idaho-Maryland Mine Company are contributing elements to the NRHP- and CRHR-eligible Historic District", but the Mountain F Enterprises project will not impact these resources because there is no underground component to it.

Due to there being no historical resources, archaeological resources, or human remains no impacts to Cultural Resources are anticipated. The project also will involve only a small amount of ground disturbance for improvements to Brunswick Road. The majority of the project will remain on the existing asphalt pad. Although it is very unlikely that the small amount of ground disturbance will result in the unanticipated discovery of cultural resources, there is still a small potential. Therefore, Mitigation Measure 5A is proposed which requires that work shall be halted and proper notification and consultation required if any artifacts or cultural resources are discovered during construction. With the implementation of Mitigation Measure 5A, impacts to cultural resources are expected to be ***less than significant with mitigation.***

Mitigation:

To offset potentially adverse cultural or historical resources impacts associated with the construction activities, the following mitigation measure shall be required and shall be included as notes on all grading and construction plans:

Mitigation Measure 5A: Halt Work and Contact the Appropriate Agencies if Human Remains or Cultural Resources are Discovered during Project Construction. All grading and construction plans shall include the note outlining the requirements provided below to ensure that any cultural resources discovered during project construction are properly managed. These requirements including the following:

Any person who, in the process of project activities, discovers any cultural resources and/or human remains within the project area, shall cease from all project activities within at least 100 feet of the discovery. A qualified professional shall be notified to assess any discoveries and develop appropriate management recommendations for cultural resource treatment. In the event that human remains are encountered, the sheriff-coroner shall be notified immediately upon discovery. In the event that Native American human remains are encountered, the Native American Heritage Commission or the most likely descendants of the buried individual(s) who are qualified to represent Native American interests shall be contacted. Specific treatment of Native American human remains shall occur consistent with State law and Mitigation Measure 18A.

Timing: Prior to issuance of grading/improvement/building permits and throughout construction.
Reporting: Approval of future grading/improvement permit
Responsible Agency: Planning Department and Building Department

6. ENERGY

Existing Setting:

The project is proposed on an existing asphalt pad and is intended not to require any further disturbance. Electricity service is available from Pacific Gas and Electric by way of existing overhead power lines running parallel to Brunswick Road. The project is also within PG&Es natural gas service area based on PG&Es maps. However, this project does not propose connection to gas or electricity service.

Would the proposed 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
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			✓		A

Impact Discussion:

6a. The proposed project is not anticipated to result in significant environmental impacts due to wasteful, inefficient or unnecessary consumption of energy resources during either the construction or the operational phase of the project. The primarily use of the project is a vehicle and equipment storage area and a chipping and griding operation. The fuel efficiency of the on-road vehicles is regulated by the National Highway Traffic Safety Administration (NHTSA). It is assumed that since the vehicles have to meet federal fuel efficiency standards, operating them would not be an inefficient use of energy resources such as diesel. The project also includes portable equipment such as woodchippers, generators, skid steers, and excavators. There are no state or federal fuel efficiency standards for non-road equipment, but they still have to meet emission standards. The use of equipment that meets state and federal standards is not anticipated to be an inefficient use of energy. The project would also include two small portable office trailers. The office trailers are proposed to be powered by a mobile generator. Using a diesel generator to power a portable trailer isn't as energy efficient as connecting to grid power would be, but obtaining PG&E electrical connection to a portable trailer may not be feasible due to the temporary nature of the trailer and limitations on ground disturbance. Therefore, the use of a Tier 4 Final generator is not a wasteful use of energy. Thus, long-term operational impacts related to energy resources are anticipated to be ***less than significant.***

6b. The proposed project would not conflict with any state or local plans for renewable energy or energy efficiency. Energy use of the structures is minimal and most of the energy use would be from the on-road or non-road equipment which is required to meet state and federal standards. Although it is unusual to power a structure with a generator, the office trailer is small and portable

so using a generator is more practical and relatively low impact. The project would not obstruct or prevent plans for renewable energy or efficiency. Therefore, the project would have a ***less than significant impact*** on state or local plans for renewable energy or energy efficiency.

Mitigation:
None required.

7. GEOLOGY / SOILS

Existing Setting:

The Sierra Nevada is composed primarily of plutonic igneous and metamorphic rock of varying composition and age, with overlying sedimentary and volcanic rocks. The project site on the western slope of the Sierra Nevada at approximately 2,700 feet above mean sea level. The project site is surrounded by mixed-conifer forests on rolling hills. The specific project area is an existing graded asphalt pad that has existed for decades.

The Alquist-Priolo Earthquake Fault Zoning Act (1972) and the Seismic Hazards Mapping Act (1990) directs the State Geologist to delineate regulatory "zones of required investigation" to assist cities, counties and state agencies (lead agencies) in fulfilling their responsibilities for protecting the public safety from the effects of earthquake-triggered ground failure. There are no "zones of required investigation" identified in the vicinity of the project.

Based on a map from the California Department of Conservation, the project area is the lowest class of deep-seated landslide susceptibility. The Grass Valley Fault is within the general area of the project. This is a pre-quaternary fault (older than 1.6 million years) or fault without recognized Quaternary displacement. Soil maps show that the soil types in the area are Placer Diggins, Aiken Loam, Alluvial Land Clayey, Cohasset Loam. However, the project site itself does not have any soil and is existing asphalt that does not show evidence of soil erosion or landslides.

Would the proposed 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.			✓		A, 23, 24, 25, 26, 27

ii. Strong seismic ground shaking? iii. Seismic-related ground failure including liquefaction? iv. Landslides?					
b. Result in substantial soil erosion or the loss of topsoil?			✓		A,13,14,15
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,13,14,15, 23, 24, 26, 27
d. Be located on expansive soil creating substantial direct or indirect risks to life or property?			✓		A,13,14,15, 27
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?				✓	A,H,13,14,15
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✓			A, B, 10

Impact Discussion:

7a-d. The project is not anticipated to cause substantial adverse effects involving rupture of a known earthquake fault as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, strong seismic ground shaking, ground failure, or landslides. The project parcel is not within an Alquist-Priolo Earthquake Fault Zone and the Grass Valley Fault that is in the vicinity of the project is a pre-quaternary fault (older than 1.6 million years) or a fault without recognized quaternary displacement (movement). The California Department of Conservation does not identify any liquefaction zones in the vicinity of the project and categorizes the project area as the lowest risk class of deep-seated landslide susceptibility. The entire project area has been paved since at least 1998 based on aerial imagery. No soil erosion was observed during the January 2026 site visit and it is not anticipated that the project will result in substantial topsoil erosion due to the sites ongoing stability and the project including negligible disturbance associated with road improvements along Brunswick Road. Therefore, due to the project site conditions, impacts associated with unstable earth conditions are expected to be ***less than significant***.

7e. Based on a Phase 1 report, the soil underneath the asphalt pad is contaminated with mine waste that contains elevated levels of arsenic. Any new disturbance would warrant characterization, clean up, and closure under the oversight of the Regional Water Quality Control Board and the Department of Toxic Substance Control. Therefore, the project proposes activities only on the existing paved surfaces. As a result, the project would likely not be able to support new septic tanks or alternative wastewater disposal systems without first remediating the contamination on the site. The Department of Environmental Health is requiring portable toilets

on the premises with hand washing stations that will be maintained with a contractual agreement. Due to the site having an alternative wastewater disposal system that is acceptable to the Nevada County Department of Environmental Health, there will be **no impact** to wastewater disposal.

7f. There are no known paleontological resources or unique geological features in or around the project parcel. However, there would be a small amount of ground disturbance within the right of way of Brunswick Road for required improvements. Although this ground disturbance is very minor, Mitigation Measure 5A and 18A would require work to halt in the event that there is an unanticipated discovery of paleontological resources or unique geological features. Direct or indirect damage to paleontological resources is anticipated to be ***less than significant with mitigation*** with implementation of Mitigation Measures 5A and 18A**.**

Mitigation:
To offset potentially adverse impacts associated with geology and soils, the following mitigation measure shall be required and shall be included as notes on all grading and construction plans:

See Mitigation Measures 5 A and 18A

8. GREENHOUSE GAS EMISSIONS

Existing Setting:

Global climate change refers to changes in average climatic conditions on the earth as a whole, 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 (GHGs) 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 (CO_2), methane (CH_4), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6) and nitrous oxide (NO_2). 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. CO_2 emissions are largely from fossil fuel combustion and electricity generation. Agriculture is a major source of both methane and NO_2, 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 CO_2. Global warming adversely impacts air quality, water supply, ecosystem balance, sea level rise (flooding), fire hazards, and causes an increase in health-related problems.

To reduce emissions of greenhouse gases, the California Legislature enacted AB 32 (Núñez and Pavley), which is referred to as the California Global Warming Solutions Act of 2006 (September 27, 2006). AB 32 provided initial direction on creating a comprehensive, multiyear program to limit California's GHG emissions at 1990 levels by 2020, and initiate the transformations required to

achieve the state's long-range climate objectives. In April 2015, the California Air Resources Board issued Executive Order B-30-15 to set an interim target goal of reducing GHG emissions to 40 percent below 1990 levels by 2030 to keep California on its trajectory toward meeting or exceeding the long-term goal of reducing GHG emissions to 80 percent below 1990 levels by 2050 as set forth in EO S-3-05. SB 32, enacted in 2016, codified the 2030 the emissions reduction goal of CARB Executive Order B-30-15.

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.

Would the proposed 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, 5, 8, 34
b. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?			✓		A, 5, 8, 34

Impact Discussion:

8a-b. The project is not expected to generate greenhouse gases that would result in significant environmental impacts or that would be in conflict with plans for greenhouse gas reductions.

California is divided geographically into air basins for the purpose of managing the air resources of the State on a regional basis. An air basin generally has similar meteorological and geographic conditions throughout. Nevada County and Placer County are both within the Mountain Counties Air Basin. Nevada County is within the jurisdiction of the Northern Sierra Air Quality Management District, but the NSAQMD has not adopted thresholds of significance for greenhouse gases. However, Placer County Air Pollution Control District has adopted thresholds of significance for greenhouse gases. Due to greenhouse gas emissions being not only a regional but also a global concern, and the similarities between the neighboring air districts, it was determined that the Placer APCD thresholds are relevant standard for the determination of significance.

The thresholds adopted by Placer County APCD include a bright-line threshold of 10,000 metric tons of Carbon dioxide equivalent per year and a De Minimis level of 1,100 metric tons of carbon dioxide per year. A bright-line threshold is a numerical value used to determine the significance of a project's annual GHG emissions. GHG emissions from projects that exceed 10,000 MT CO2e/year would be deemed to have a cumulatively considerable contribution to global climate change. The De Minimis Level for the operational phases of 1,100 MT CO2e/yr represents an emissions level which can be considered as less than cumulatively considerable and be excluded from further GHG impact analysis. Projects between 1,100 and 10,000 MT CO2e/yr are required to meet efficiency standards determined by the Placer County APCD efficiency matrix.

The CalEEMod analysis estimates that the Mountain F Enterprises project will result in an annual maximum of 16 tons of CO2 equivalent per year during construction and an operational annual maximum of 1,226 tons of CO2 equivalent per year. This exceeds the De Minimis level of 1,100 MT CO2e/yr so therefore it is reviewed against the rural non-residential efficiency matrix which has a limit of 27.3 metric tons of CO2 equivalent per 1,000 square feet. The 7-acre project generates 1,226 tons of CO2 equivalent per year resulting in a ratio of 4 metric tons of CO2 equivalent per 1,000 square feet. This meets the efficiency thresholds so the impact of greenhouse gas emissions from the project is ***less than significant.***

Mitigation:
None required

9. HAZARDS/HAZARDOUS MATERIALS

Existing Setting:

The project is located approximately 4,500 feet away from the nearest airport, the Nevada County Airport, and is within Airport Compatibility Zone D. There is currently no adopted emergency response plan for the project area. There are no existing or proposed schools within one-quarter mile of the project parcels. The nearest schools are the Union Hill elementary and middle school off of Highway 174 which are over one mile away. There are pre-schools southwest of the project site about half a mile away.

Based on the Department of Toxic Substances Control (DTSC) Envirostor website, the only Cortese List site within half a mile of the project parcel is Bohemia, Inc (2924001), which is the project parcel. By December 1989, the DTSC site screening of Bohemia was complete and contaminated soils were removed under the oversight of the Regional Water Quality Control Board. The cleanup was referred to the Regional Water Quality Control Board on 11/16/1994. On August 17, 2006, the State Water Resources Control Board recorded a restriction on shallow groundwater use in the vicinity of the former lumber mill due to volatile organic compounds in the soil and ground water. On December 20, 2006 the State Water Resources Control Board sent a No Further Action Letter and closed the case.

The project is within a very high fire hazard severity zone as designated by CalFire. The nearest sensitive receptors are residences east of the parking lot of the project, across Brunswick Road, about 270 feet away.

Would the proposed 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,H,J, 29, 33
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,H,J, 29, 33
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,B
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,B,H, 30, 31
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 or excessive noise for people residing or working in the project area?			✓		A,B, 32
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓	A,B,J
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			✓		A,B,I,L

Impact Discussion:

9a-b. The Nevada County Department of Environmental Health reviewed the project, including aspects related to hazardous materials, and has no objection as long as conditions of approval

are followed. These conditions require the applicant comply with applicable codes and regulations regarding storage of hazardous materials, and generated hazardous waste, as set forth in California Health and Safety Code Section 25500 – 25519 and 25100 – 25258.2, including the electronic reporting requirement to the California Environmental Reporting System (CERS). The applicant and/or facility operator 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 reaching or exceeding statutory thresholds of 55 gallons of hazardous liquid, 200 standard cubic feet of compressed gas, including oxygen, and 500 pounds of hazardous solid. CUPA permits shall be renewed annually. This will be applicable because the project proposes mobile fueling using a fueling trailer that is onsite. The fueling trailer is a 1,000-gallon double-walled transCube fuel tank which is a trailer-mounted refueler that is parked onsite within the maintenance or chipping area when not in use. A 111-gallon fuel tank is integrated within the onsite generators and the equipment is enclosed with a built-in secondary containment system which is capable of holding 110% of its content. The project includes other hazardous materials such as oil and grease which will also be subject the CUPA requirements as well.

A Storm Water Pollution Prevention plan was prepared for the project that will be used in the application to the Central Valley Regional Water Quality Control Board for an Industrial Storm Water General Permit. The SWPPP specifies that equipment be inspected each day for leaks. Potential leaks and spills will be cleaned when identified using an onsite spill kit. Potential leaks from the fuel tanks of generators will also be cleaned using an on-site spill kit. Any drums located within containers will also be provided secondary containment. Liquids are stored and managed in accordance with state and federal regulatory requirements. The Facility is not required to have a Spill Protection Containment and Countermeasures plan (SPCC) due to current volumes onsite. Industrial type wastes are prohibited from being disposed of onsite, unless a specific method of disposal and design has been approved by the Nevada County Department of Environmental Health, in compliance with Chapter 6.5 of the California Health and Safety Code, Hazardous Waste Control. All waste shall be disposed of in accordance with state and local health and safety ordinances.

Due to the hazardous material on site being stored in alignment with the CUPA requirements and being subject to the requirements of the SWPPP which includes spill leak prevention and response requirements such as secondary containment and on site spill containment kits, project related hazard impacts relative to routine transport, use, disposal or emission of hazardous substances to the public or environment would be ***less than significant***.

9c. There are no existing or proposed schools within one-quarter mile of the project parcels. The nearest schools are the Union Hill elementary and middle school off of Highway 174 which are over one mile away. There are pre-schools southwest of the project site about half a mile away. The project does not propose any hazardous waste or materials other than small amounts of gasoline, oil, and other mechanical fluids for the basic maintenance of vehicles. The project includes multiple internal combustion engines that emit pollution which is discussed in the air quality section of this study. Due to the project not being within a quarter mile of a school and not handling acutely hazardous materials, the project is anticipated to have ***a less than significant impact*** on the emission of hazardous materials near an existing or proposed school.

9d. Based on the Department of Toxic Substances Control (DTSC) Envirostor website, the only Cortese List site within half a mile of the project parcel is Bohemia, Inc (2924001), which is the project parcel. By December 1989, the DTSC site screening of Bohemia was complete and contaminated soils were removed under the oversight of the Regional Water Quality Control Board. The cleanup was referred to the Regional Water Quality Control Board in 11/16/1994. In August 17, 2006 the State Water Resources Control Board recorded a restriction on shallow groundwater use in the vicinity of the former lumber mill due to volatile organic compounds in the soil and ground water. On December 20, 2006 the State Water Resources Control Board sent a No Further Action Letter and closed the case. As a result of the land use restriction, the proposed project will not use any groundwater and does not proposed any soil disturbance.

The Phase I Environmental Site Assessment identified historical fuel USTs with unknown closure status, representing a recognized environmental condition. The Nevada County Department of Environmental Health determined that while this information does not necessitate immediate investigation in the absence of proposed ground disturbance, determination of whether and when investigation or closure is required falls under the statutory authority of Environmental Health (CUPA), the Regional Water Quality Control Board, and/or the California Department of Toxic Substances Control, and is independent of any land use entitlements granted by the Planning Department. This case has been referred to the CUPA division for follow-up. Additional investigation, documentation, or corrective action may be required under a separate regulatory process.

The Phase I report also describes the presence of mine waste fill with elevated levels of arsenic, for which disturbance would warrant characterization, clean up, and closure under the oversight of RWQCB and/or DTSC prior to development of that location. However, the project does not propose any disturbance of the mine waste that is currently under the existing asphalt pad.

Due to the DTSC and State Water Resources Control Board cases being closed, and the project not proposing any soil disturbance or shallow ground water usage, it is anticipated that the project will have a ***less than significant impact*** on hazards to the public or the environment.

9e. The project is located approximately 4,500 feet away from the nearest airport, the Nevada County Airport, and is within Airport Compatibility Zone D. The Nevada County Airport Land Use Compatibility Plan (NCALUCP) divides the airport area into zones (A-E) to reflect varying levels of noise, safety, risk, airspace, and overflight impacts.

Zone D is a lower risk compatibility zone and primarily limits higher density development, such as more than 4 dwelling units per acre or 600 people per acre. Zone D also discourages sensitive land uses such as children's schools, hospitals, and nursing homes. Additionally, objects with a height greater than 50 feet of the airport elevation of 3,157 require review from the Nevada County Airport Land Use Commission. The Mountain F Enterprises project does not include any structures over 50 feet tall, does not include any sensitive land uses, and does not propose high density development. On October 7, 2025 the project was routed to the Nevada County Airport Land Use Commission and the airport manager. No comments were received from the Airport Land Use Commission or the airport manager. Therefore, the project is anticipated to have ***a less***

than significant impact in regard to a safety hazard or excessive noise for people residing or working in the project area.

9f. There is currently no adopted emergency response plan for the project area. The project would not impair implementation of, or physically interfere with, adopted emergency response plans, and ***no impact*** on any emergency response plan would occur as a result of the project.

9g. On the project parcel itself, there are only two small trailers proposed so there are not significant structures onsite that would be at risk of wildland fires. Additionally, most of the Mountain F Enterprises workers currently work off-site and would continue to work off-site so their chance of being exposed to wildland fire as the result of the project would not substantially change. While some aspects of the project could potentially reduce wildfire hazards, other aspects of it could increase the change of ignition, which could expose nearby people and structures to wildland fires.

The project includes the use of a chipper, storage of vegetation, and operation of heavy equipment with hot exhaust components. The project is in a very high fire severity zone and these project characteristics could potentially exacerbate wildfire risks. The Nevada County Consolidated Fire Protection District (NCCFD) and the Nevada County Office of the Fire Marshal reviewed the project and imposed conditions of approval to reduce the impacts of these project characteristics. NCCFD and the Office of the Fire Marshal are requiring that all the biomass piles meet the requirements set forth in the California Fire Code. Fire extinguishers would be required at all locations where flammable liquids are stored. All vehicles would be restricted to an asphalt pad, substantially reducing the potential for ignition of dry vegetation from hot exhaust. Vegetation would be stored in designated piles that are not driven over by equipment. The site foreman of Mountain F Enterprises, which is a company that thins and clears vegetation, discussed a desire to reduce the fire hazard on the parcel by thinning the vegetation. Although this is not a formal project requirement or specially built into the project, the occupation of the previously abandoned site could potentially offer some hazard reduction.

The site would also maintain an on-site water supply for fire suppression in the event of an emergency with a 10,000-gallon water tank. Having a supply of water on the project parcel would be an improvement over existing conditions and with the conditions of approval from the Office of the Fire Marshal and the Nevada County Consolidated Fire District, the project will have a ***less than significant*** impact on exposing people or structures to wildland fire risks.

Mitigation:
None required.

10. HYDROLOGY / WATER QUALITY

Existing Setting:

The Brunswick Grinding Facility occupies approximately 66 acres in Grass Valley, California, of which 7 acres are currently active industrial areas. The 7-acre industrial portion of the project parcels is composed primarily of paved surfaces and has no permanent structures. Previously the site was a lumber mill, and portions were used for mining. The relatively flat northern and eastern

portions of the site have been used for lumber milling operations and uncontrolled fill material (mine waste rock, mine tailings, soil, and wood waste). The mine waste rock and tailings originated from underground gold mining operations at the New Brunswick Shaft to the north of the site (Trihydro, 2026). These legacy materials remain in place but will not be disturbed by current operations.

No wetlands or jurisdictional waters are mapped within the project parcels according to the U.S. Fish and Wildlife Service National Wetlands Inventory (NWI). However, wetlands and tributaries associated with Wolf Creek are present in the surrounding area. Surface water features near the site include the South Fork Wolf Creek, which flows through a culvert beneath the southeastern portion of the Facility and reemerges northwest of the site. Stormwater runoff from the facility generally sheet flows northwest across impervious surfaces into a vegetated drainage channel, which subsequently discharges to South Fork Wolf Creek approximately 2.8 miles downstream of the site (Trihydro, 2026).

To minimize the potential for sediment transport and pollutant discharge associated with industrial activities, Trihydro has developed a Stormwater Pollution Prevention Plan (SWPPP) that the facility will implement and will use to obtain coverage under the California General Permit for Industrial Stormwater Discharges. Stormwater management measures will focus on controlling runoff, minimizing erosion, and preventing sediment from entering downstream drainage features connected to South Fork Wolf Creek.

Potential ground water contamination (Pentachlorphenol, Tetrachlorophenol, VOCs, Petroleum, and PFAS) and an underground storage tank associated with prior lumber mill activities which was identified in a previous study do exist but will not be impacted by onsite activities (Trihydro, 2026). As a result, the Regional Water Quality Control Board (RWQCB) was a covenant restricting groundwater use of the site.



Figure 6: National Wetlands Inventory of Project Site. No wetlands or jurisdictional waters are identified.

Would the proposed 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,H,J, 29
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				✓	A,H

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 that 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 offsite? 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 run off; or iv. impeded or redirect flood flows?				✓	A,H,J
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				✓	A,H,J
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				✓	A,H,J

Impact Discussion:

10a. The Trihydro Stormwater Pollution Prevention Plan (SWPPP) includes analysis of potential sources of pollution with measures to address the pollution. With implementation of the SWPPP, the proposed project is not anticipated to negatively affect water quality standards or waste discharge requirements, nor is it anticipated to contribute amounts that could exceed drainage system capacity or alter existing drainage patterns.

The primary activity on site consists of processing vegetation into wood chips or ash. Wood chips are shipped to various locations for power generation and other uses. The project will include industrial operations such as the storage of vehicles and equipment and minor maintenance and fueling of those vehicles. There is potential for leaks of mechanical fluids such as gas, oil, coolant, or hydraulic fluid, however the SWPPP has procedures to mitigate that risk.

Based on Figure 4 of the SWPPP, all the drainage moves from the asphalt pad to the northwest towards a channel that flows into South Fork Wolf Creek. A high volume of precipitation could introduce stormwater runoff into the channel that could carry the potential pollution described above. Therefore, the SWPPP includes Best Management Practices (BMPs) known to be effective for controlling transportation of sediment and other pollutants that may be present at the facility.

The BMPs include installation of Ertec guards, vegetated swales, spill kits, rumble plates, sweeping and wetting, and secondary containment. The BMP section of the SWPPP includes a schedule for the maintenance of the BMPs that will be required to be followed to ensure the BMPs remain effective. The SWPPP also includes procedures such as maintaining the site, preventative maintenance of vehicles, and procedures for spill and leak prevention that are anticipated to prevent water pollution from the wood chipping and vehicle maintenance and storage.

The SWPPP would be submitted as part of the permit application to obtain an Industrial Storm Water General Permit from the Central Valley Regional Water Quality Control Board, as required under Mitigation Measure 10A, to ensure that this work does not result in offsite erosion or deposition of sediment into water features. Mitigation Measure 10A also requires that the applicant provide verification that the SWPPP has been approved by the Central Valley Regional Water Quality Control Board. With Mitigation Measure 10A, the project would not violate water quality standards. Based on the above discussion, project-related impacts to water quality standards would be ***less than significant with mitigation***.

10b. The proposed project would not result in a substantial decrease in groundwater supplies, interfere with groundwater recharge, or conflict with water quality/groundwater management plans. The parcel has a restrictive covenant issued by the Regional Water Quality Control Board that restricts the use of shallow groundwater at the former lumber treatment location. Because of the restrictive covenant, the project will not use any groundwater and will only use water from the Nevada Irrigation District. The project also will not interfere with the recharge of groundwater due to no additional impervious surface being proposed. Therefore, the project will have ***no impact*** on ground water.

10c. The proposed project will not alter the existing drainage pattern of the site or area and it will not alter the course of a stream or river. The project area will occur on an existing 7-acre asphalt pad and will create less than 300 feet of disturbance associated with the development of a right turn taper on Brunswick Road. The 300-foot taper is not anticipated to alter the drainage of the site. Therefore, the project would have ***no impact*** related to altering the existing drainage pattern of the site or area,

10d,e. There is no flood hazard or designated flood zone on the project site. The project is not in a tsunami or seiche zone, and it does not conflict with or obstruct the implementation of a water quality control plan. It does not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam. Therefore, there would be ***no impact*** associated with the proposed project on flood zones or water quality control plans.

Mitigation:

To offset potentially adverse impacts associated with hydrology and water quality, the following mitigation measure shall be required and shall be included as notes on all grading and construction plans:

Mitigation Measure 10A: Industrial Storm Water General Permit: Submit the Storm Water Pollution Prevention Plan to the Central Valley Regional Water Quality Control Board to obtain an Industrial Storm Water General Permit. The applicant shall provide documentation of the approval

of the Industrial Storm Water General Permit to the Nevada County Planning Department prior to issuance of any improvements permits.

Timing: Prior to issuance of grading/improvement/building permits and throughout operation.
Reporting: Approval of future grading/improvement permit
Responsible Agency: Planning Department, Building Department, and Central Valley Water Quality Control Board.

11. LAND USE / PLANNING

Existing Setting:

The subject parcels are located at 12503, 12625, and 12791 Brunswick Road in Grass Valley California (APNs 006-441-003, 006-441-004, and 006-441-005), in the unincorporated area of western Nevada County. Historical site use includes lumber milling and processing, as well as the use of waste rock and tailings from nearby gold mining operations as fill. The site is occupied by remnants of past industrial operations that are no longer being conducted.

The subject parcel is zoned Light Industrial with a Site Performance Standards zoning overlay (M1-SP) and has a General Plan designation of Industrial (IND). Pursuant to Section 12.02.050 of the Nevada County Code, the project would be considered a “commercial activity that normally requires extensive storage areas” which is allowed in M1 with a Development Permit. The previous land use entitlements on the parcel are not applicable to this proposed project so a formal Development Permit application is required.

The SP overlay is connected to Nevada County Ordinance Number 1853 which discusses requirements that were in place when the project site was owned by Sierra Pacific Industries and proposed as the Nevada County Business and Industrial Center. The primary themes are related to a master design theme which includes standards for architectural styling, landscaping requirements, off-street parking, signage, lighting, noise, air pollution, hazardous materials, and circulation. Where the development standards proposed differ from the County Standards, the more restrictive standard shall apply.

The original master plan and design theme were tailored to a larger, multi-parcel industrial center that has not fully materialized as envisioned in 1994. The proposed project does not align with the previously proposed Nevada County Business and Industrial Center. Therefore, the project parcel requires a zoning map amendment to remove the SP overlay. The M1 zoning district and the IND General Plan Designation will remain.



Figure 7: Project Vicinity and Zoning Map

Would the proposed 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
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,B,15

Impact Discussion:

11a. The proposed project would not physically divide an established community. There is no connection between surrounding land uses that is being severed. The parcel already exists as private land that is developed with remnants of previous industrial uses. There are no public trails through the parcel that are being interfered with, and the site is not open to the public to traverse

through. The roadway network isn't being modified in a way that would reduce connectivity among neighbors. ***No impact*** on established communities is anticipated from the rezone or development of the site.

11b. Pursuant to Section 12.02.050 of the Nevada County Code, the project would be considered a "commercial activity that normally requires extensive storage areas including…contractors equipment yard, vehicle storage yard" which is allowed in M1 with a Development Permit. The M1 zoning district also allows biomass fuel production with a Use Permit, which is an aspect of the proposed project's operation, because the processed wood waste will be transported to biomass energy facilities for electricity generation.

The project includes a zoning map amendment to remove the SP overlay that is related to a previously proposed master planned development for Sierra Pacific Industries. The SP overlay includes standards for architectural styling, landscaping requirements, off-street parking, signage, lighting, noise, air pollution, hazardous materials, and circulation. However, these standards are over 30 years old and do not create any specific environmental protection that is not analyzed in this document or regulated by the current Nevada County Code. The overlay is not designed specifically for avoiding or mitigating an environmental impact.

Any future development is very unlikely to exactly align with a masterplan from 1994 so the SP would need to be removed for nearly any development of the project parcel. It's removal through a zoning map amendment is anticipated to have a negligible impact on the environment.

Section 12.02.050 of the Nevada County Code includes site development standards for industrial zoning districts. It specifies that the maximum impervious surface is 85% of the area of the lot, the maximum building height is 45 feet, the parcel shall have 150 feet of road frontage, and the required setbacks are at least 0 feet from side and rear property lines and 10 feet (with average of 20') from edge of the ROW.

The existing asphalt pad is only 11% of the parcels area, which is substantially less than the maximum of 85% impervious surface. No other impervious surface is proposed. The only structures are small sheds that are approximately 10 feet tall which is much shorter than the height limit of 45 feet. The parcels already exist and each of the three parcels has more than 150 feet of road frontage; from north to south the three project parcels have 1080, 430, and 1250 feet of road frontage. A portion of a six-foot-tall driveway gate encroaches into the front yard setback by six feet, so that portion of the fence will be required to be replaced with either a 3-foot tall solid fence or a 4-foot tall open fence as a condition of approval. Pursuant to section 12.04.105, 3 foot tall solid fences and 4 foot tall open fences are exempt from setback requirements. With condition of approval A.6 all aspects of the project comply with the County setbacks.

In addition, as discussed in detail throughout this IS/MND, the proposed project would not conflict with Nevada County policies and regulations adopted for the purpose of avoiding or mitigating an environmental effect, including, but not limited to, the County's sensitive environmental resource protection standards, noise standards, and applicable statewide regulations related to hazardous materials and solid waste. Potential conflicts with applicable land use plans, policies, or regulations that could result in physical impacts are identified within this Initial Study and are found to be less than significant with the proposed project. In addition, as discussed throughout this IS/MND, the proposed project would not result in any significant environmental effects that could not be mitigated to a less-than-significant level by the mitigation measures provided herein.

Due to the reasons listed above, impacts related to land use policy inconsistency and land use incompatibility are considered ***less than significant***.

Mitigation:
None required.

12. MINERAL RESOURCES

Existing Setting:
The northern portion of the project parcels, including the area within the parcels where the project is proposed, is mapped as a Mineral Resource Zone (MRZ), or area of known valuable mineral deposits. The proposed project is in the vicinity of the formal Idaho-Maryland Mine and the Brunswick Mining site. The area is known for it's underground ore body that contains gold deposits.

Would the proposed 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, 14
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,B, 14

Impact Discussion:
12a-b. The project site is located within a designated Mineral Resource Zone (MRZ) and within the footprint of the historic Brunswick Mine, an area with a well-documented history of gold mining and association with the Idaho-Maryland mineralized system. Although mineral resources (primarily gold) are known to occur in the area, the proposed Mountain F Enterprises project is not anticipated to result in the loss of availability of a known mineral resource.

The Nevada County General Plan Mineral Management chapter does not map specific mineral deposits beyond MRZ classifications, but it includes policies intended to protect valuable mineral resources from incompatible land uses that could impede or preclude their extraction. In this area, gold occurs in deep underground quartz vein systems, historically mined at depths of approximately 4,000 to 5,000 feet below ground surface.

Because these mineral resources are located at substantial depths, the proposed project would not physically preclude access to or extraction of the underlying ore body. Existing or potential future underground mining operations could still access these resources, subject to applicable approvals.

In addition, the project is designed to minimize ground disturbance and does not include permanent structures that would interfere with future mining activities. Adequate space would remain within the former Brunswick Mine site to accommodate surface facilities necessary to support potential future underground mining operations. Therefore, the project would have ***no impact*** on mineral resources.

Mitigation:
None required.

13. NOISE

Existing Setting:

The Mountain Enterprises Grinding Facility project is located in Nevada County, California. The project involves processing forest-sourced wood waste, including whole logs and wood debris, primarily obtained from PG&E hazard tree removal operations. Chipping and grinding activities are conducted on-site. The project site is bordered by single-family residential uses to the east, north, south, and southwest. The existing noise environment in the project area is primarily defined by traffic on Brunswick Road. The Nevada County Airport is located approximately 1.2 miles northeast of the project site.

The wood grinder, loading and support equipment, and project site traffic circulation are considered to be the primary noise sources for this project. The project is already operating prior to issuance of the Development permit. A Peterson 5710D Horizontal Grinder is in operation on the project site. The machine is loaded with logs and tree branches by two excavators equipped with log grapple attachments. Heavy trucks carry logs and branches from forestry operations to the project site. The project generates 97 passenger vehicle trips and 48 heavy truck trips in the peak hour. The project will have three wheeled loaders that will be used to move wood chips on the site. An Environmental Noise Assessment by Saxelby Acoustics analyzed these noise producing project components.

Would the proposed project result in:	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,17
b. Generation of excessive ground borne vibration or ground borne noise levels?			✓		A,17

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,17

Impact Discussion:

13a. The Nevada County noise level standards for Residential districts are 55 dBA Leq and 75 dBA Lmax during daytime (7:00 a.m. to 7:00 p.m.) hours, 50 dBA Leq and 65 dBA Lmax during evening (7:00 p.m. to 10:00 p.m.) hours, and 45 dBA Leq and 60 dBA Lmax during nighttime (10:00 p.m. to 7:00 a.m.) hours. Where two different zoning districts abut, the standard applicable to the lower, or more restrictive, district plus 5 dBA shall apply.

The project site is zoned Industrial and the surrounding uses are zoned Residential. Therefore, the applicable standards would be 60 dBA Leq and 80 dBA Lmax during daytime (7:00 a.m. to 7:00 p.m.) hours, 55 dBA Leq and 70 dBA Lmax during evening (7:00 p.m. to 10:00 p.m.) hours, and 50 dBA Leq and 65 dBA Lmax during nighttime (10:00 p.m. to 7:00 a.m.) hours.

As shown on Figure 8 below, the project is predicted to expose nearby residences to noise levels up to 54 dBA Leq during daytime hours. These noise levels would comply with the Nevada County daytime noise level standard of 60 dBA Leq. According to the Saxelby Acoustics analysis, the project is predicted to expose nearby residences to noise levels up to 37 dBA Leq during evening and nighttime hours. These noise levels would comply with the Nevada County evening noise level standard of 55 dBA Leq and the nighttime noise level standard of 50 dBA Leq. Maximum noise levels are predicted to be up to 62 dBA Lmax during daytime hours at the nearby residential uses. This would comply with the noise level standard of 80 dBA Lmax during daytime hours. Maximum noise levels are predicted to be up to 44 dBA Lmax during evening and nighttime hours at the nearby residential uses. This would comply with the noise level standard of 70 dBA Lmax during evening hours and 65 dBA Lmax during nighttime hours.

Hours of operation may be extended during emergency operations associated with weather events with approval from the Planning Director. Pursuant to Nevada County Code section 12.04.070D.8, County noise standards shall not apply to activities associated with the provision of emergency services or functions.

As stated in the Nevada County Code 12.04.070 construction noise is exempt from noise county noise limits. In the absence of applicable County noise standards, construction noise impacts would be considered significant if the proposed project would result in increased levels of nuisance during the more noise-sensitive evening and nighttime hours. During development of the proposed project, construction activities occurring during the more noise sensitive late evening and nighttime hours (i.e., 7 PM to 7 AM) could result in increased levels of annoyance and potential sleep disruption for occupants of nearby existing noise sensitive land uses. There are several residential uses adjacent to the subject parcel which may be subject to short term

construction noise. As a result, Mitigation Measure 13A addresses potential noise impacts on the adjacent residences through limiting construction hours to weekdays and locating stationary noise sources at the furthest practical distance from nearby receptors. Therefore, noise emanating from the proposed project would be considered ***less than significant with mitigation***.

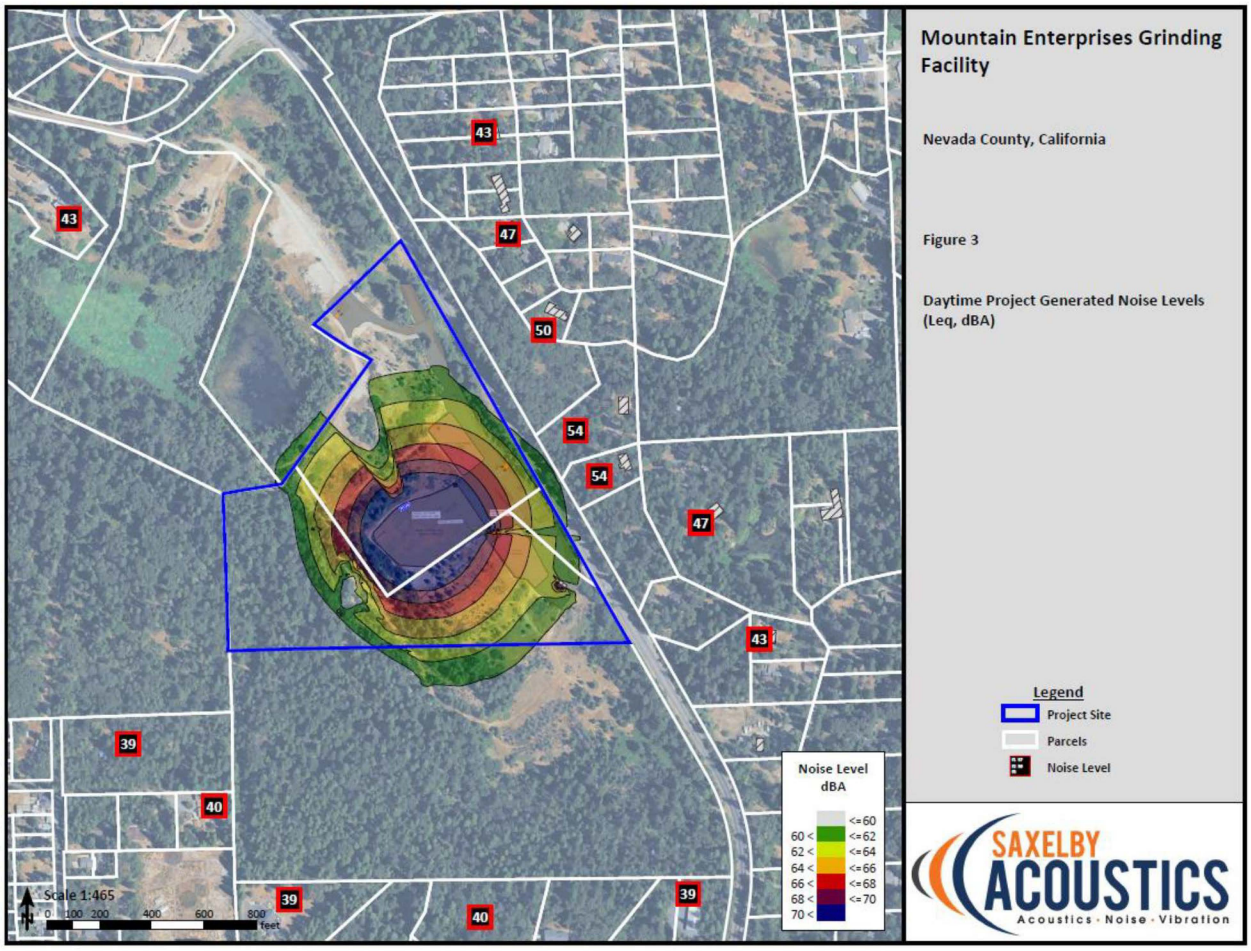


Figure 8: Projected Daytime Noise Levels

13b. 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 County does not have a specific construction vibration threshold, but the 2002 Caltrans document Transportation Related Earthborn Vibrations" indicates that the threshold for architectural damage to structures is 0.20 in/sec p.p.v. Therefore, a threshold of 0.20 in/sec p.p.v. is considered to be a reasonable threshold for short-term construction projects. The 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, 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. This is a ***less than significant*** impact and no mitigation is required.

13c. The proposed project is located approximately 0.7 miles outside of the predicted 55 dBA Community Noise Equivalent Level (CNEL) noise contour. The CNEL is defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by +5 dBA and nighttime hours weighted by +10 dBA. Due to the project being outside the 55 dBA noise contour, the people working in the project area would not be exposed to excessive noise originating from aircraft. This is a ***less than significant*** impact, and no mitigation is required.

Mitigation:
To mitigate potential construction related noises, the following mitigation measures shall be required and shall be included as notes on the improvement and grading permits prior to permit issuance:

Mitigation Measure 13A. Limit Potential Noise Impacts: The following note shall be included on all future grading, improvement, and building permits:

- Construction shall be limited to 7:00 a.m. to 7:00 p.m. Monday through Saturday.
- 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: Prior to issuance of grading/improvement/building permits and throughout construction.
Reporting: Agency approval of permits or plans
Responsible Agency: Planning Department and Building Department

14. POPULATION / HOUSING

This parcel is zoned M1-SP. Based on Section 12.02.050 of the County Code “The M1 District provides areas for the production, repairing, distribution, and warehousing of goods and equipment, along with supporting businesses and services. Uses should provide for buffering from adjacent land uses to minimize incompatibility and should have convenient, controlled access to arterial or major collector roads without passing through residential areas.” The SP overlay is connected to Nevada County Ordinance Number 1853 which discusses requirements that were in place when the project site was owned by Sierra Pacific Industries and proposed as the Nevada County Business and Industrial Center. The Ordinance is related to a master design

theme which includes standards for architectural styling, landscaping requirements, off-street parking, signage, lighting, noise, air pollution, hazardous materials, and circulation. The SP overlay is proposed to be removed with a rezone proposed by the project applicant.

The surrounding parcels are zoned either Residential Agricultural (RA) or Singel Family (R1) and there are developed residential parcels in all directions other than the north and northwest. The nearest residences are east of the parking lot of the project, across Brunswick Road, about 270 feet away.

Would the proposed 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
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				✓	A,B

Impact Discussion:

14a-b. The proposed facility would not induce unplanned population growth or displace existing people or housing. The chipping and grinding yard would employ approximately 100 workers. A portion of these employees who do not already live in the area may choose to relocate to Nevada County. Those employees would either occupy existing housing or construct new housing consistent with the densities allowed under County zoning. In either case, the project would not result in substantial unplanned population growth.

Nevada County estimated a 2 percent growth rate from 2019 through 2027, which would result in the construction of 1,281 housing units during the planning period. As of the end of calendar year 2025, only 754 units had been constructed. Therefore, any residential units developed as a result of this project would be consistent with the County's projected growth rate, which is not expected to be exceeded.

In addition, the project would not displace any people or housing because no housing exists on the project site. Accordingly, the proposed project would have ***no impact*** related to population growth or housing displacement.

Mitigation:

None required.

15. PUBLIC SERVICES

Existing Setting:
The following public services are provided to this site:

Fire: Ophir Hill provides fire protection services to this area; Nevada County Consolidated Fire District may also provide fire protection services due to close proximity.
Police: The Nevada County Sheriff provides law enforcement services.
Schools: Union Hill School District and Nevada Joint Union provides education for the area.
Parks: The project is within the Grass Valley/Nevada City recreational benefit zone.
Water & Sewer: Water would be provided by a fire hydrant with an agreement from NID. Sewage disposal would be provided by portable toilets.

Would the proposed 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:					
1. Fire protection?			✓		A,I
2. Police protection?			✓		A
3. Schools?			✓		A
4. Parks?			✓		A
5. Other public services or facilities?			✓		A,B

Impact Discussion:
15a. The proposed project is not anticipated to have significant impacts on fire protection, law enforcement services, schools, parks and other public services and facilities because fees are in place for many of these services and the project is not directly contributing to the local population. The proposed project includes the development of a new 10,000 gallon water tank to support fire suppression and all defensible space requirements will be met. School and fire mitigation, and recreation impact fees are in place and applicable at the time of building permit issuance to offset the incremental impact on these services. The project would not impact sewer services because the project does not require this service. The Nevada Irrigation District reviewed the project and did not express any concern related to impact to public utilities. For all of the reasons listed above, there would be a ***less than significant impact*** as a result of the project approval.

Mitigation Measures:
None required.

16. RECREATION

Existing Setting:
The project site is located within the Grass Valley/Nevada City recreation benefit zone. The Empire Mine State Historic Park is west of the project site. No other formal recreation facilities are located on or near the project site.

Would the proposed 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

Impact Discussion:

16a,b. The proposed project is not anticipated to result in negative impacts to recreational facilities, trigger the need for new facilities, or conflict with established facilities. With the potential for only a minimal increase in population resulting from the proposed project indirectly, it would not result in negative impacts to existing recreational facilities, nor trigger the need for new facilities. It is not foreseeable that the operation of the wood chipping and grinding yard would increase the use of any parks enough to result in increased physical deterioration. There are no parks nearby and the nearest portion of the Empire Mine State Historic Park is over 3,600 feet away. The project also would not result in the need for any recreational facilities or the expansion of recreational facilities. Due to the lack of any increase in population from the project and the lack of existing facilities onsite or in close proximity, the proposed project would have ***no impact*** related to recreational facilities.

Mitigation:
None required.

17. TRANSPORTATION

Existing Setting:

The project includes construction of a chipping and grinding facility to process logs or wood waste into materials for biomass energy generation or wood product manufacturing. The site would consolidate operations that currently occur both at the project site located at 12503 Brunswick Road and the Mountain F. Enterprises site at 11452 East Bennett Road about 1.9 miles to the northwest.

In general, there are no existing pedestrian facilities in the vicinity of the proposed Brunswick Road Grinding Facility. Per the *Nevada County Active Transportation Plan,* 2019, the County is proposing to construct sidewalks along Brunswick Road between Old Tunnel Road and Town Talk Road, approximately two miles north of the project site. A proposed Class I Multi-Use Path will connect to the new sidewalk, extending approximately one mile south to Loma Rica Drive about one mile north of the project site's driveway. A Class III bicycle route with multi-use shoulders is planned for Brunswick Road between Brunswick Pines Road and SR-174, including in front of the project site.

The Nevada County Transit Services Division (NCTSD) provides fixed route bus service called Nevada County Connects in western Nevada County. The Route 3 Loma Rica Loop provides service between Grass Valley and Loma Rica and stops on Loma Rica Drive at Pride Industries, approximately 1.6 miles from the project site. Five roundtrips are provided on weekdays from 8:30 a.m. to 3:30 p.m. at one- to two-hour headways.

Would the proposed 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,B,K,18
b. Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?			✓		A,B, K,18
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,B,18
d. Result in inadequate emergency access?			✓		A,B,18
e. Result in an increase in traffic hazards to motor vehicles, bicyclists, or pedestrians, including short-term			✓		A,B,18

construction and long-term operational traffic?					

Impact Discussion:

17a. The project would not conflict with applicable plans, policies, or ordinances addressing the circulation system with implementation of recommended measures. With respect to pedestrian facilities, the project site design currently lacks internal walkways connecting ADA parking spaces, the employee trailer, and the trash enclosure, which would conflict with County Code requirements for internal pedestrian circulation. However, this impact can be reduced to less than significant through inclusion of a marked walkway system, as required by Mitigation Measure 17B. Off-site pedestrian connections are not required due to site constraints and the rural context.

Nevada County Code Section 12.04.109 specifies that parking lots with at least 20 spaces shall include one bicycle rack for every 20 required vehicle parking spaces. This requirement may be reduced by the County if it determines that the site use does not warrant this ratio of bicycle parking. Given the rural setting of the project site, lack of bicycle facilities in the site's vicinity, and limited potential for bicycle trips given the industrial nature of the land use, a lower ratio would be appropriate. However, a Class III bicycle route with multi-use shoulders is planned for Brunswick Road between Brunswick Pines Road and SR-174, including in front of the project site. Completion of the project would not modify conditions along the Brunswick Road frontage, and therefore would not affect the ability of the County to install the planned Class III bicycle facility with multi-use shoulders. Although commuting via bicycle is anticipated to be very limited at the industrial site, Nevada County Code Section 12.04.109 does specify bicycle parking requirements and there are plans for bicycling facilities along Brunswick in the future. Therefore, Mitigation Measure 17C is proposed which would require a total of two bicycle racks, which is anticipated to be an adequate amount of bicycle parking. There is no existing or planned transit service in the project vicinity; therefore, the project would not conflict with transit-related plans or policies. With incorporation of recommended pedestrian and bicycle improvements, the project would have a **less-than-significant with mitigation** impact related to conflicts with circulation system plans and policies.

17b. Senate Bill (SB) 743 established VMT as the metric to be applied for determining transportation impacts associated with development projects. The *Senate Bill 743 Vehicle Miles Traveled Implementation*, Nevada County Transportation Commission (NCTC), July 2020, details a methodology for assessing the potential VMT impact of development projects within the County, including a series of screening measures for the presumption of less than-significant impact. One such screening measure is if the project would generate fewer than 630 new VMT per day. The project as proposed would not increase overall traffic volumes, as it would simply relocate and consolidate existing operations at the Bennett Road and Brunswick Road sites onto just the Brunswick Road site. This may result in a slight decrease to VMT from trips between the two sites that are 1.9 miles apart being eliminated. Further, the Brunswick Road site is closer to wood sourcing locations along SR-49 and SR-20 north of Brunswick Road, Brunswick Road itself, SR-174, and I-80, reducing VMT to these areas although there may be an increase in VMT for locations off of SR-49 and SR-20 south of Brunswick Road as compared to the Bennett Road site.

Similarly, employee commute VMT would be reduced for employees from Nevada City and north, and Colfax, Auburn, and other locales along I-80, although commutes for employees from Grass Valley or farther west on SR-20 would increase. Outbound haul trips to biomass power generation plants in the Central Valley would likely have similar travel distances from the Bennett Road site

via SR-49 to I-80 as the Brunswick Road site via SR-174 to I-80. In totality, the VMT of operations at the Brunswick Road site would likely be substantially similar to the VMT of operations at the Bennett Road site or operations split across both sites. Therefore, it is reasonable to conclude that the project would have a less-than-significant transportation impact on VMT by virtue of generating fewer than 630 net new VMT per day.

Therefore, the proposed project would likely have a substantially similar VMT to the existing operations that it would replace, and would therefore screen out from further VMT analysis, resulting in a ***less-than-significant*** impact

17c. The project would not substantially increase hazards due to a geometric design feature or incompatible uses. The existing project access driveway on Brunswick Road provides adequate sight distance for all turning movements, exceeding Caltrans Highway Design Manual requirements for both passenger vehicles and heavy trucks. The roadway segment includes an existing two-way left-turn lane, which provides sufficient space for vehicles turning into the site. While a dedicated right-turn lane is not warranted, a right-turn taper is recommended to allow vehicles—particularly heavy trucks—to decelerate outside of the through travel lane, thereby reducing the potential for rear-end collisions. Therefore, a right-turn taper has been built into the project design and is required as Mitigation Measure 17A.

The site was previously designed to accommodate heavy vehicles, and truck turning analyses confirm that haul trucks, garbage collection trucks, and fire engines can safely access, maneuver within, and exit the site without encroaching into opposing traffic lanes. The project would not result in hazardous queuing conditions, as all projected queues would remain within available storage lengths or would not create new unacceptable conditions compared to existing scenarios. Additionally, although several nearby intersections already meet warrants for signalization under existing conditions, the project would not introduce new signal warrants.

With implementation of the recommended right-turn taper, impacts related to hazardous geometric design or incompatible uses would be ***less than significant with mitigation***.

17d. The project will not result in inadequate emergency access. A fire engine would be able to enter the site from both directions on Brunswick Road, traverse the length of the site, turn around, and depart onto both directions of Brunswick Road, demonstrating adequate site accessibility for emergency vehicles. The addition of project-generated traffic would have a limited effect on operations and would therefore result in a negligible effect to response times, as detailed further in the “Capacity Analysis” chapter of the W-Trans March 12, 2026 Transportation Impact Study. Therefore, the proposed project would accommodate emergency response vehicles and would not impede emergency responders, resulting in a ***less than significant*** impact on emergency response.

17e. The project is not anticipated to result in an increase in traffic hazards to motor vehicles, bicyclists, or pedestrians. As discussed in section 17c, an increase in traffic hazards to motorists over the existing conditions is not anticipated due to the existing industrial use of the site and the proposed right turn taper. In general, there are no existing pedestrian facilities in the vicinity of the proposed Brunswick Road Grinding Facility and no current plans to expand pedestrian facilities to the project parcel. Therefore, hazard to pedestrians over existing conditions is not anticipated. According to the W-Trans study, bicyclists ride in the roadway along streets within

the project study area and a Class III bicycle route is planned for Brunswick Road between Brunswick Pines Road and SR-174, including in front of the project site. However, the site is already illegally operating so the existing physical environmental baseline is what is proposed. W-Trans reviewed collision records for the study area to determine if there had been any bicyclist-involved crashes. During the same five-year study period there were no reported collisions involving a bicyclist at any of the study intersections. Therefore, there will be a ***less than significant impact*** in regard to in an increase in traffic hazards to motor vehicles, bicyclists, or pedestrians.

Mitigation:

To mitigate potential traffic impacts, the following mitigation measures shall be required and shall be included as notes on the improvement and grading permits prior to permit issuance:

Mitigation Measure 17A. Right Turn Taper: A right-turn taper shall be constructed at the project driveway. The taper shall align with all County requirements and substantially align with the taper shown on sheet C3 of the site plans.

Timing: Prior to finalization of building permits.
Reporting: Agency approval of permits or plans
Responsible Agency: Planning Department and Building Department

Mitigation Measure 17B. Pedestrian Facilities: A walkway that is at least 4 feet wide shall be marked between the employee trailer, the nearby parking spaces, and the trash enclosure, as recommended by the W-Trans Traffic Impact Study

Timing: Prior to issuance of building permits.
Reporting: Agency approval of permits or plans
Responsible Agency: Planning Department and Building Department

Mitigation Measure 17C. Bicycle Racks: Provide bicycle parking at a ratio of 1 rack for each 75 spaces, resulting in a total of two bicycle racks designed to provide a minimum of four bicycle spaces in each rack.

Timing: Prior to issuance of building permits.
Reporting: Agency approval of permits or plans
Responsible Agency: Planning Department and Building Department

18. TRIBAL CULTURAL RESOURCES

Existing Setting:

The project area is traditionally Hill Nisenan territory, who are sometimes referred to as Southern Maidu. The Nisenan are a Maiduan-speaking people who settled in villages along major waterways, ridges, and flats. Settlements were typically organized around a central village, with family groups building homes apart from the main hub. Winter homes were conical and constructed from skins, bark slabs, and brush, while summer residences were typically brush

structures. Villages tended to be located near large bedrock outcrops suitable for creating bedrock mortars used to process acorns and other plant foods, as well as small animals.

Assembly Bill 52 (Chapter 532, Statutes 2014) required an update to Appendix G (Initial Study Checklist) of the CEQA Guidelines to include questions related to impacts to tribal cultural resources. Changes to Appendix G were approved by the Office of Administrative Law on September 27, 2016. Tribal Cultural Resources include sites, features, and places with cultural or sacred value to California Native American Tribes.

The United Auburn Indian Community of the Auburn Rancheria (UAIC), the Shingle Springs Band of Miwok Indians, the T'si Akim Tribal Council, the Washoe Tribe of Nevada and California, and the Nevada City Rancheria California Native American Tribes have contacted the County to request consultation on projects falling within their delineated ancestral lands.

Would the proposed 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,B,10

Impact Discussion:

18a.

An initial distribution of the project application, the InContext Historic Properties Inventory, dated December 2020, and the project site plan was sent to the United Auburn Indian Community of the Auburn Rancheria, the Tsi-Akim Maidu Tribal Council, the Shingle Springs Band of Miwok Indians, the Nevada City Rancheria Nisenan Tribe, and the Native American Heritage Commission on October 16, 2025.

UAIC conducted a records search for the identification of Tribal Cultural Resources for this project which included a review of pertinent literature and historic maps, and a records search using UAIC's Tribal Historic Information System (THRIS). UAIC's THRIS database is composed of UAIC's areas of oral history, ethnographic history, and places of cultural and religious significance, including UAIC Sacred Lands that are submitted to the Native American Heritage Commission (NAHC). The UAIC requested consultation under AB52 on October 22, 2025 and conducted a tribal survey of the project parcel on January 13, 2026. The UAIC did not identify any tribal resources, but provided a mitigation measure for the unanticipated discovery of cultural resources which is included as Mitigation Measure 18A. The Planning Department did not receive responses from other California Native American Tribes.

Due to the chance that the small amount of land disturbance for road improvements could uncover cultural resources of importance to California Native American Tribes, as recommended by the UAIC, Mitigation Measures 18A has been included, which requires work to halt if cultural resources are discovered and for local tribes to be notified. With this protection in place, impacts to Tribal Cultural Resources would be ***less than significant with mitigation***.

Mitigation:

To offset potentially adverse cultural or historical resources impacts associated with the construction activities, the following mitigation measures shall be required:

Mitigation Measure 18A: Unanticipated 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 Nevada County shall be immediately notified, and the Tribal Representative in coordination with Nevada County shall determine if the find is a TCR (PRC §21074) and the Tribal Representative shall make recommendations for further evaluation and treatment as necessary.

Treatment and Documentation: The culturally affiliated Tribe shall consult with Nevada County 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 Nevada County 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 Nevada County 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: Prior to Issuance of grading/improvement/building permits and throughout construction
Reporting: Planning Department Approval of Grading and Construction Permits
Responsible Agency: Planning Department & United Auburn Indian Community

19. UTILITIES / SERVICE SYSTEMS

Existing Setting:
The project is proposed on an existing asphalt pad and is not expected to require additional ground disturbance. Electrical service is available from Pacific Gas and Electric (PG&E) via existing overhead power lines running parallel to Brunswick Road. The project site is also located within PG&E's natural gas service area, based on available maps; however, no connection to gas or electrical services is proposed.

The parcel lies within Nevada Irrigation District (NID) Zone #2. An NID fire hydrant is located on Brunswick Road across from the project site, indicating the presence of NID water infrastructure

in the area. The project was distributed to PG&E and NID for review on October 7, 2025. No comments were received from PG&E. NID responded on October 20, 2025, indicating no concerns regarding impacts to its utilities, but requiring that any treated water connections comply with current backflow prevention standards.

Wireless telephone service is available in western Nevada County, although coverage varies by carrier. AT&T provides landline service to the area. Sewage treatment and disposal would be provided via portable toilets.

Would the proposed 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,G
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?				✓	A
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,G
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,G
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				✓	A,G

Impact Discussion:

19a,b,c. The proposed project is anticipated to have no impact relative to extension of utilities to serve the project. The proposed project would not result in development that would create a need

for the extension of water, wastewater treatment or storm water drainage, electric power, natural gas or telecommunication facilities.

The project would use water from a Nevada Irrigation District hydrant with permission from the Nevada Irrigation District. The Nevada Irrigation District reviewed the project and did not require the improvement of water infrastructure or express any concerns regarding water capacity.

The project does not propose the discharge of wastewater so there has not been a determination by a wastewater treatment provider that they will not have capacity to serve the project. The project will use water for a 10,000-gallon water storage tank for fire suppression and for watering landscaping, but this is not anticipated to result in regular discharges of wastewater since the water will be absorbed by plants or be used to control a fire. Water from an NID hydrant is also proposed to be pumped into a water truck and then used for dust suppression for activities such as wood chipping and access lanes. The dust control will not require volumes of water great enough to impact wastewater treatment. The project does not impact the area of impervious surface so the storm drainage will not be impacted.

The project will not use natural gas or electricity from the grid so these utilities will not be impacted. The project was distributed to PG&E for review and they did not provide any comments. The project is not anticipated to increase the population enough to result in the need for new telecommunication facilities. Therefore, the proposed project is anticipated to have ***no impact*** related to utility and service extensions.

19d,e. The proposed project would not result in an increase in solid waste that would be more than the capacity of local infrastructure. A substantial amount of construction is not proposed and the operational phase of the project is anticipated to only generate a small amount of solid waste. The primary activities of the project will be vehicle and equipment storage and the chipping and grinding of wood waste generated from vegetation clearing. The chipping and grinding of wood waste will result in wood chips, but these will be transported to biomass boilers to be used as fuel. No other aspects of the project can foreseeably generate solid waste that would exceed local infrastructure capacity or conflict with federal, state, and local regulations related to solid waste, so there would be ***no impact*** related to these criteria.

Mitigation:
None required.

20. WILDFIRE

Existing Setting:
The project site is located at 12503 Brunswick Road in unincorporated Nevada County, within the Grass Valley area of the Sierra Nevada foothills. The region experiences a Mediterranean climate characterized by hot, dry summers and cool, wet winters, which contribute to seasonal drying of vegetation and elevated wildfire risk.

Vegetation in the vicinity includes a mix of annual grasses, shrubs, and scattered trees typical of disturbed and developed foothill environments, with denser forested areas present in the

surrounding region. These vegetation types can serve as wildfire fuels, particularly during the late spring through fall fire season.

According to the California Department of Forestry and Fire Protection (CAL FIRE), the site is located within a Very High Fire Hazard Severity Zone (VHFHSZ), indicating a high potential for wildfire based on fuel conditions, topography, and fire weather. The surrounding area includes a mix of industrial and rural residential uses interspersed with vegetated lands.

Fire protection services are provided by the Nevada County Consolidated Fire Protection District. Fire protection infrastructure in the area includes paved road access and nearby fire hydrants connected to the Nevada Irrigation District water system.

Wildfire risk in the area is influenced by regional conditions, including accumulated vegetation, periodic drought, and seasonal wind events. As with much of Northern California, large wildfire events can also result in degraded air quality across the region.

If located in or near state responsibility areas or lands classified as very high fire severity hazard zones, 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,I,L
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,I,L
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,I
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,I

Impact Discussion:

20a. There is no adopted emergency evacuation plan for the area so an emergency plan would not be interfered with. The project was reviewed by the Office of the Fire Marshal, Nevada County Consolidated Fire District, and the Department of Public Works. The agencies approved the project with conditions and did not express concerns regarding conflicts with evacuation. The project will be developed on a parcel that is accessed from Brunswick Road, which is a County maintained road that provides multiple routes of evacuation. Therefore, the project is anticipated to have a ***less than significant impact*** on an adopted emergency evacuation plan.

20b. The project includes the use of a chipper, storage of vegetation, and operation of heavy equipment with hot exhaust components. The project is in a very high fire severity zone and these project characteristics could potentially exacerbate wildfire risks. The Nevada County Consolidated Fire Protection District (NCCFD) and the Nevada County Office of the Fire Marshal reviewed the project and imposed conditions of approval to reduce the impacts of these project characteristics. NCCFD and the Office of the Fire Marshal are requiring that all the biomass piles meet the requirements set forth in the California Fire Code. Fire extinguishers would be required at all locations where flammable liquids are stored. All vehicles would be restricted to an asphalt pad, substantially reducing the potential for ignition of dry vegetation from hot exhaust. Vegetation would be stored in designated piles that are not driven over by equipment. The site would also maintain an on-site water supply for fire suppression in the event of an emergency. Additionally, ongoing fuel management and vegetation thinning would reduce existing hazardous fuel loads, representing an improvement over current site conditions.

With respect to wildfire-related air quality impacts, large wildfires can result in widespread regional and statewide air pollution, as demonstrated by the 2018 Camp Fire. However, the project would not introduce specific characteristics that would uniquely expose occupants to wildfire-related pollutant concentrations beyond existing baseline conditions. Most employees of Mountain F Enterprises would work off-site rather than being concentrated at the project location. Furthermore, project workers are typically healthy adults engaged in physically demanding activities and are not considered sensitive receptors (e.g., children, the elderly, or individuals with respiratory conditions).

Therefore, the project would result in a ***less-than-significant*** impact related to the exposure of people or structures to wildfire risks, including the uncontrolled spread of wildfire and associated pollutant concentrations.

20c. The project would not require construction of new roads; however, a minor right-turn taper would be constructed on Brunswick Road at the project driveway. Fuel breaks are not proposed. Defensible space and fuel management, including vegetation thinning, would be implemented in accordance with applicable fire code requirements and are not anticipated to result in significant environmental impacts. No new utility infrastructure would be required. Emergency water supply would be provided by an existing Nevada Irrigation District fire hydrant. Therefore, the project would result in a ***less-than-significant*** impact related to the installation and maintenance of fire protection infrastructure.

20d. Project activities would occur entirely within an existing approximately 7-acre asphalt pad. The site is already graded and level, and no new ground disturbance or grading is proposed.

Existing slopes on the project parcel would remain unchanged. The drainage of the project parcel would not be altered and the project includes a Storm Water Pollution Prevention Plan that contains measures that focus on controlling runoff, minimizing erosion, and preventing sediment from entering downstream drainage features connected to South Fork Wolf Creek. Therefore, ***no impact*** is anticipated to risks from downslope or downstream flooding or landslides.

Mitigation:
None required.

21. MANDATORY FINDINGS OF SIGNIFICANT ENVIRONMENTAL EFFECT

	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,c. As discussed in Sections 1 through 20 above, the proposed project would comply with all local, state, and federal laws governing general welfare and environmental protection. As discussed in the biological resource section, the project will not significantly impact biological resources including the habitat of fish or wildlife species. Project implementation during construction and operation could result in potentially adverse impacts to air quality, biological resources, cultural resources, geology/soils, hydrology/water quality, noise, transportation, and tribal cultural resources so therefore mitigation is proposed. Dust mitigation measures are proposed to address potential dust generation during development of the right-turn taper. To minimize disruption to surrounding residents and other sensitive noise receptors during construction, mitigation measures include limited construction hours and the use of quieter construction equipment. To reduce potential traffic impacts, a marked walkway, right-turn taper, and bicycle racks are required. Mitigation measures are also proposed in the event of an unanticipated discovery of cultural or tribal resources. An Industrial Storm Water General Permit is required to offset potential adverse impacts to hydrology/water quality, and biology. With implementation of these mitigation measures, each potential adverse impact would be reduced to ***less-than-significant with mitigation***, as outlined in the relevant sections and will not cause substantial adverse effects on human beings.

21b. A project's cumulative impacts are considered significant when the incremental effects of the project are "cumulatively considerable," meaning that the project's incremental effects are considerable when viewed in connection with the effects of past, current, and probable future projects. Reasonably foreseeable projects that could have similar impacts to the proposed project include other anticipated projects within the project vicinity that could be constructed or operated within the same timeframe as the project. All of the proposed project's impacts, including operational impacts, can be reduced to a less-than-significant level with implementation of the mitigation measures identified in this Initial Study and compliance with existing federal, state, and local regulations. Therefore, the proposed project would have ***less than significant*** environmental effects that are individually limited but cumulatively considerable.

Mitigation Measures: To offset potentially adverse impacts to aesthetics, air quality, biological and cultural resources, geological resources, hydrology/water quality, noise, transportation, and tribal cultural resources, see Mitigation Measures 1A, 3A, 5A, 10A, 13A, 17A, 17B, 17C, 18A.

RECOMMENDATION OF THE PROJECT PLANNER

On the basis of 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.

David Nicholas Digitally signed by David Nicholas
Date: 2026.07.20 13:37:32 -07'00'

_____ _____

David Nicholas, Senior Planner Date

APPENDIX A – REFERENCE SOURCES

A. Planning Department
B. Nevada County Geographic Information Systems
C. Nevada County Agricultural Commissioner
D. Northern Sierra Air Quality Management District
E. North Central Information Center, CSU Sacramento
F. Building Department
G. Department of Public Works
H. Environmental Health Department
I. California Department of Forestry and Fire Protection (CAL FIRE)
J. Regional Water Quality Control Board
K. Nevada County Transportation Commission
L. Nevada County Consolidated Fire District

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Mountain F Enterprises Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Mountain F Enterprises
Construction Start Date	8/19/2026
Operational Year	2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.40000
Precipitation (days)	34.2000
Location	39.20790934563078, -121.01494285917626
County	Nevada
City	Unincorporated
Air District	Northern Sierra AQMD
Air Basin	Mountain Counties
TAZ	264
EDFZ	4
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.44

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Industrial Park	304.000	1000sqft	6.97888	200.000	2,000.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	PM10T	CO2e
Daily, Winter (Max)	—	—	—	—	—
Unmit.	17.2229	9.85545	12.9705	0.37948	2,406.85
Average Daily (Max)	—	—	—	—	—
Unmit.	0.70779	0.40502	0.53303	0.01559	98.9119
Annual (Max)	—	—	—	—	—
Unmit.	0.12917	0.07392	0.09728	0.00285	16.3760
Exceeds (Daily Max)	—	—	—	—	—
Threshold	24.0000	24.0000	—	79.0000	—
Unmit.	No	No	—	No	—
Exceeds (Average Daily)	—	—	—	—	—
Threshold	24.0000	24.0000	—	79.0000	—
Unmit.	No	No	—	No	—
Exceeds (Annual)	—	—	—	—	—
Threshold	—	—	—	—	10,000.00
Unmit.	—	—	—	—	No

2.2. Construction Emissions by Year

2.2.1. Total Construction Emissions by Year, Unmitigated

Includes both onsite and offsite emissions.

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	PM10T	CO2e
Daily - Summer (Max)	—	—	—	—	—
Daily - Winter (Max)	—	—	—	—	—
2026	17.2229	9.85545	12.9705	0.37948	2,406.85
Average Daily	—	—	—	—	—
2026	0.70779	0.40502	0.53303	0.01559	98.9119
Annual	—	—	—	—	—
2026	0.12917	0.07392	0.09728	0.00285	16.3760

2.2.2. Onsite Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	PM10T	CO2e
Daily - Summer (Max)	—	—	—	—	—
Daily - Winter (Max)	—	—	—	—	—
2026	17.2225	9.85401	12.9664	0.37865	2,405.47
Average Daily	—	—	—	—	—
2026	0.70777	0.40496	0.53286	0.01556	98.8548
Annual	—	—	—	—	—
2026	0.12917	0.07391	0.09725	0.00284	16.3665

2.2.3. Offsite Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	PM10T	CO2e
Daily - Summer (Max)	—	—	—	—	—
Daily - Winter (Max)	—	—	—	—	—
2026	0.00041	0.00144	0.00414	0.00083	1.37809
Average Daily	—	—	—	—	—
2026	0.00002	0.00006	0.00017	0.00003	0.05705

Annual	—	—	—	—	—
2026	< 0.000005	0.00001	0.00003	0.00001	0.00944

2.3. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	PM10T	CO2e
Daily, Summer (Max)	—	—	—	—	—
Unmit.	2.31958	27.7986	57.2751	0.29868	11,371.4
Daily, Winter (Max)	—	—	—	—	—
Unmit.	2.27868	28.0933	58.9629	0.29908	11,385.8
Average Daily (Max)	—	—	—	—	—
Unmit.	0.69015	17.2859	37.0516	0.20679	7,964.57
Annual (Max)	—	—	—	—	—
Unmit.	0.12595	3.15467	6.76191	0.03774	1,318.62
Exceeds (Daily Max)	—	—	—	—	—
Threshold	24.0000	24.0000	—	79.0000	—
Unmit.	No	Yes	—	No	—
Exceeds (Average Daily)	—	—	—	—	—
Threshold	24.0000	24.0000	—	79.0000	—
Unmit.	No	No	—	No	—
Exceeds (Annual)	—	—	—	—	—
Threshold	—	—	—	—	10,000.00
Unmit.	—	—	—	—	No

2.4. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	PM10T	CO2e
Daily, Summer (Max)	—	—	—	—	—

Mobile	1.33642	3.40274	5.17237	0.00318	460.737
Area	0.00698	0.00007	0.00870	0.00002	0.03590
Water	—	—	—	—	0.84004
Waste	—	—	—	—	710.782
Refrig.	—	—	—	—	0.05206
Off-Road	0.97618	24.3958	52.0940	0.29548	10,199.0
Total	2.31958	27.7986	57.2751	0.29868	11,371.4
Daily, Winter (Max)	—	—	—	—	—
Mobile	1.29553	3.69742	6.86012	0.00358	475.148
Area	0.00698	0.00007	0.00877	0.00002	0.03602
Water	—	—	—	—	0.84004
Waste	—	—	—	—	710.782
Refrig.	—	—	—	—	0.05206
Off-Road	0.97618	24.3958	52.0940	0.29548	10,199.0
Total	2.27868	28.0933	58.9629	0.29908	11,385.8
Average Daily	—	—	—	—	—
Mobile	0.00000	0.00000	0.00000	0.00000	0.00000
Area	0.00627	0.00004	0.00436	0.00001	0.01800
Water	—	—	—	—	0.84004
Waste	—	—	—	—	710.782
Refrig.	—	—	—	—	0.05206
Off-Road	0.68388	17.2858	37.0472	0.20678	7,252.87
Total	0.69015	17.2859	37.0516	0.20679	7,964.57
Annual	—	—	—	—	—
Mobile	0.00000	0.00000	0.00000	0.00000	0.00000
Area	0.00114	0.00001	0.00080	< 0.000005	0.00298
Water	—	—	—	—	0.13908
Waste	—	—	—	—	117.678

Refrig.	—	—	—	—	0.00862
Off-Road	0.12481	3.15467	6.76112	0.03774	1,200.80
Total	0.12595	3.15467	6.76191	0.03774	1,318.62

3. Construction Emissions Details

3.1. Building Construction (2026)

3.1.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	PM10T	CO2e
Daily, Summer (Max)	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—
Off-Road Equipment	1.07101	9.85401	12.9664	0.37865	2,405.47
Architectural Coatings	16.1514	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—
Off-Road Equipment	0.04401	0.40496	0.53286	0.01556	98.8548
Architectural Coatings	0.66376	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—
Off-Road Equipment	0.00803	0.07391	0.09725	0.00284	16.3665
Architectural Coatings	0.12114	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000

3.1.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	PM10T	CO2e

Daily, Summer (Max)	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—
Worker	0.00039	0.00036	0.00374	0.00062	0.63037
Vendor	0.00003	0.00108	0.00041	0.00020	0.74772
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—
Worker	0.00002	0.00001	0.00015	0.00003	0.02631
Vendor	< 0.000005	0.00004	0.00002	0.00001	0.03074
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—
Worker	< 0.000005	< 0.000005	0.00003	< 0.000005	0.00436
Vendor	< 0.000005	0.00001	< 0.000005	< 0.000005	0.00509
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	PM10T	CO2e
Daily, Summer (Max)	—	—	—	—	—
Total	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—

Total	—	—	—	—	—
Annual	—	—	—	—	—
Total	—	—	—	—	—

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	PM10T	CO2e
Daily, Summer (Max)	—	—	—	—	—
Total	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—
Total	—	—	—	—	—
Annual	—	—	—	—	—
Total	—	—	—	—	—

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	PM10T	CO2e
Daily, Summer (Max)	—	—	—	—	—
Consumer Products	0.00428	—	—	—	—
Architectural Coatings	0.00127	—	—	—	—
Landscape Equipment	0.00143	0.00007	0.00870	0.00002	0.03590
Total	0.00698	0.00007	0.00870	0.00002	0.03590
Daily, Winter (Max)	—	—	—	—	—
Consumer Products	0.00428	—	—	—	—
Architectural Coatings	0.00127	—	—	—	—
Landscape Equipment	0.00143	0.00007	0.00877	0.00002	0.03602

Total	0.00698	0.00007	0.00877	0.00002	0.03602
Annual	—	—	—	—	—
Consumer Products	0.00078	—	—	—	—
Architectural Coatings	0.00023	—	—	—	—
Landscape Equipment	0.00013	0.00001	0.00080	< 0.000005	0.00298
Total	0.00114	0.00001	0.00080	< 0.000005	0.00298

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	PM10T	CO2e
Daily, Summer (Max)	—	—	—	—	—
Industrial Park	—	—	—	—	0.84004
Total	—	—	—	—	0.84004
Daily, Winter (Max)	—	—	—	—	—
Industrial Park	—	—	—	—	0.84004
Total	—	—	—	—	0.84004
Annual	—	—	—	—	—
Industrial Park	—	—	—	—	0.13908
Total	—	—	—	—	0.13908

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	PM10T	CO2e
Daily, Summer (Max)	—	—	—	—	—

Industrial Park	—	—	—	—	710.782
Total	—	—	—	—	710.782
Daily, Winter (Max)	—	—	—	—	—
Industrial Park	—	—	—	—	710.782
Total	—	—	—	—	710.782
Annual	—	—	—	—	—
Industrial Park	—	—	—	—	117.678
Total	—	—	—	—	117.678

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	PM10T	CO2e
Daily, Summer (Max)	—	—	—	—	—
Industrial Park	—	—	—	—	0.05206
Total	—	—	—	—	0.05206
Daily, Winter (Max)	—	—	—	—	—
Industrial Park	—	—	—	—	0.05206
Total	—	—	—	—	0.05206
Annual	—	—	—	—	—
Industrial Park	—	—	—	—	0.00862
Total	—	—	—	—	0.00862

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	PM10T	CO2e
Daily, Summer (Max)	—	—	—	—	—
Rubber Tired Loaders	0.21429	1.11430	11.1430	0.04286	2,267.21
Excavators	0.13823	0.71880	7.18795	0.02765	1,465.21
Other General Industrial Equipment	0.48612	21.7781	25.2782	0.19445	5,152.89
Generator Sets	0.13754	0.78457	8.48481	0.03053	1,313.64
Total	0.97618	24.3958	52.0940	0.29548	10,199.0
Daily, Winter (Max)	—	—	—	—	—
Rubber Tired Loaders	0.21429	1.11430	11.1430	0.04286	2,267.21
Excavators	0.13823	0.71880	7.18795	0.02765	1,465.21
Other General Industrial Equipment	0.48612	21.7781	25.2782	0.19445	5,152.89
Generator Sets	0.13754	0.78457	8.48481	0.03053	1,313.64
Total	0.97618	24.3958	52.0940	0.29548	10,199.0
Annual	—	—	—	—	—
Rubber Tired Loaders	0.02786	0.14486	1.44860	0.00557	267.382
Excavators	0.01797	0.09344	0.93443	0.00359	172.798
Other General Industrial Equipment	0.06320	2.83116	3.28617	0.02528	607.701
Generator Sets	0.01579	0.08520	1.09192	0.00329	152.915
Total	0.12481	3.15467	6.76112	0.03774	1,200.80

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	PM10T	CO2e
Daily, Summer (Max)	—	—	—	—	—

Total	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—
Total	—	—	—	—	—
Annual	—	—	—	—	—
Total	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	PM10T	CO2e
Daily, Summer (Max)	—	—	—	—	—
Total	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—
Total	—	—	—	—	—
Annual	—	—	—	—	—
Total	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	PM10T	CO2e
Daily, Summer (Max)	—	—	—	—	—
Total	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—
Total	—	—	—	—	—
Annual	—	—	—	—	—

Total	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	PM10T	CO2e
Daily, Summer (Max)	—	—	—	—	—
Total	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—
Total	—	—	—	—	—
Annual	—	—	—	—	—
Total	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	PM10T	CO2e
Daily, Summer (Max)	—	—	—	—	—
Avoided	—	—	—	—	—
Subtotal	—	—	—	—	—
Sequestered	—	—	—	—	—
Subtotal	—	—	—	—	—
Removed	—	—	—	—	—
Subtotal	—	—	—	—	—
—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—
Avoided	—	—	—	—	—
Subtotal	—	—	—	—	—
Sequestered	—	—	—	—	—
Subtotal	—	—	—	—	—

Removed	—	—	—	—	—
Subtotal	—	—	—	—	—
—	—	—	—	—	—
Annual	—	—	—	—	—
Avoided	—	—	—	—	—
Subtotal	—	—	—	—	—
Sequestered	—	—	—	—	—
Subtotal	—	—	—	—	—
Removed	—	—	—	—	—
Subtotal	—	—	—	—	—
—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Building Construction	Building Construction	10/31/2026	11/20/2026	5.00000	15.0000	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Building Construction	Cranes	Diesel	Average	1.000000	7.00000	367.000	0.29000
Building Construction	Forklifts	Diesel	Average	3.00000	8.00000	82.0000	0.20000
Building Construction	Generator Sets	Diesel	Average	1.000000	8.00000	14.0000	0.74000
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00000	7.00000	84.0000	0.37000
Building Construction	Welders	Diesel	Average	1.000000	8.00000	46.0000	0.45000

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Building Construction	Worker	0.08400	10.5000	LDA,LDT1,LDT2
Building Construction	Vendor	0.03278	7.02000	HHDT,MHDT
Building Construction	Hauling	0.00000	20.0000	HHDT
Building Construction	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Building Construction	0.00000	0.00000	300.000	100.0000	20,502.0

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	0.00000	203.983	0.03300	0.00400

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	682.000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

5.10. Operational Area Sources

5.10.1. Hearths

Land Use	Hearth Type	Unmitigated (number)	Mitigated (number)
Industrial Park	Wood Fireplaces	0	0
Industrial Park	Gas Fireplaces	0	0
Industrial Park	Propane Fireplaces	0	0
Industrial Park	Electric Fireplaces	0	0
Industrial Park	No Fireplaces	0	0
Industrial Park	Conventional Wood Stoves	0	0
Industrial Park	Catalytic Wood Stoves	0	0
Industrial Park	Non-Catalytic Wood Stoves	0	0
Industrial Park	Pellet Wood Stoves	0	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0.00000	0.00000	300.000	100.0000	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	3.00000
Summer Days	day/yr	180.000

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Industrial Park	75,000.0	100,000.0

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Industrial Park	376.960	0.00000

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced

Industrial Park	Other commercial A/C and heat pumps	R-410A	2,088.00	0.30000	4.00000	4.00000	18.0000

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Rubber Tired Loaders	Diesel	Tier 4 Final	3.00000	6.00000	300.000	0.36000
Excavators	Diesel	Tier 4 Final	2.00000	6.00000	275.000	0.38000
Other General Industrial Equipment	Diesel	Tier 4 Final	1.000000	6.00000	1,050.00	0.70000
Generator Sets	Diesel	Tier 4 Final	2.00000	8.00000	86.5000	0.74000
Generator Sets	Diesel	Average	2.00000	1.000000	14.0000	0.74000

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	31.4100	annual days of extreme heat
Extreme Precipitation	25.1500	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	25.4900	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	79.9876
AQ-PM	1.41879
AQ-DPM	31.3006
Drinking Water	57.5871
Lead Risk Housing	62.5583
Pesticides	33.6897
Toxic Releases	3.71343
Traffic	29.4500
Effect Indicators	—
CleanUp Sites	99.0295
Groundwater	84.6588
Haz Waste Facilities/Generators	65.9166
Impaired Water Bodies	12.4528
Solid Waste	88.9347
Sensitive Population	—
Asthma	74.8629
Cardio-vascular	50.2243
Low Birth Weights	58.1986
Socioeconomic Factor Indicators	—

Education	43.0650
Housing	70.8112
Linguistic	8.48559
Poverty	86.9724
Unemployment	69.1307

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	14.97497754
Employed	15.8475555
Median HI	6.634158861
Education	—
Bachelor's or higher	39.89477736
High school enrollment	25.31759271
Preschool enrollment	95.7141024
Transportation	—
Auto Access	14.11523162
Active commuting	67.97125626
Social	—
2-parent households	30.12960349
Voting	79.31476967
Neighborhood	—
Alcohol availability	33.73540357
Park access	30.7583729
Retail density	41.62710124
Supermarket access	62.26100346

Tree canopy	97.78005903
Housing	—
Homeownership	26.20300269
Housing habitability	19.22237906
Low-inc homeowner severe housing cost burden	11.22802515
Low-inc renter severe housing cost burden	47.44001027
Uncrowded housing	73.51469267
Health Outcomes	—
Insured adults	32.65751315
Arthritis	0.0
Asthma ER Admissions	12.8
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	12.5
Cognitively Disabled	1.2
Physically Disabled	8.1
Heart Attack ER Admissions	12.3
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	19.6
Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	—

Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	42.2
SLR Inundation Area	0.0
Children	89.4
Elderly	11.1
English Speaking	87.5
Foreign-born	1.5
Outdoor Workers	59.2
Climate Change Adaptive Capacity	—
Impervious Surface Cover	84.2
Traffic Density	25.5
Traffic Access	0.0
Other Indices	—
Hardship	62.3
Other Decision Support	—
2016 Voting	59.8

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	69.0000
Healthy Places Index Score for Project Location (b)	34.0000
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

This table summarizes the points earned for each health and equity measure category, and the total possible points for each category. If N/A is selected for any measure(s), the total possible points in that category are reduced accordingly. The points for each category are then weighted on a 15-point scale to determine the score per category and a total weighted score.

Category	Number of Applicable Measures	Total Points Earned by Applicable Measures	Max Possible Points	Weighted Score
Community-Centered Development	5.00000	0.00000	25.0000	0.00000
Inclusive Engagement	6.00000	0.00000	30.0000	0.00000
Accountability	5.00000	0.00000	25.0000	0.00000
Construction Equity	6.00000	0.00000	30.0000	0.00000
Public Health and Air Quality	4.00000	0.00000	20.0000	0.00000
Inclusive Economics & Prosperity	4.00000	0.00000	20.0000	0.00000
Inclusive Communities	4.00000	0.00000	20.0000	0.00000
Total	34.0000	0.00000	170.000	0.00000

Based on the weighted score of 0 out of a total 170 possible points, your project qualifies for the Acorn equity award level.
Organization(s) consulted by the user to complete the Health & Equity Scorecard:



7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

8.1. Justifications

Screen	Justification
Land Use	The project is proposed on three parcels with an aggregate area of 66 acres. Site activities will be concentrated on an existing graded and paved pad that is approximately seven acres in size. No further disturbance is proposed other than a small right-hand taper that is proposed to be constructed on Brunswick Road. An approximately 1.8-acre portion of the existing seven-acre asphalt pad will be dedicated to the chipping and grinding operation that will be enclosed by a fence and will include a truck scale, a 100 square foot trailer, a horizontal grinder, and an air curtain incinerator.
Construction: Construction Phases	The pad is pre-existing and the only structures are pre-manufactured 100 square foot buildings. The applicant needs to bring in a 10,000 gallon water tank but the overall construction is minimal.
Construction: On-Road Fugitive Dust	Pad is 100% paved and vehicles will not leave asphalt pad
Construction: Architectural Coatings	Paint may be needed for the two 100 square foot office trailers and strip lines in the parking lot.
Operations: Fleet Mix	Updated based on traffic study
Operations: Landscape Equipment	Grass Valley has about 3 snow days annually.
Operations: Energy Use	The mobile trailers will not be connected to PG&E and will be powered by generators which are analyzed in the equipment list.
Operations: Water and Waste Water	A fully paved 7-acre site would be expected to require substantially less water for dust control than an unpaved facility because paved surfaces generate relatively little fugitive dust and are typically managed through mechanical sweeping, vacuum sweeping, and targeted watering of operational areas. Assuming that only 10 to 20 percent of the approximately 304,920-square-foot site requires periodic watering, annual dust-control water use is estimated to range from approximately 40,000 to 150,000 gallons per year. For planning and environmental analysis purposes, a conservative estimate of 100,000 gallons per year is considered reasonable and reflects periodic watering of active operational areas, material handling zones, and site washdown activities during dry weather conditions. The site will rely on portable toilets and handwashing stations. 150 employees×2 uses/day×1 gal/use×250 workdays/year=75,000 gal/year
Operations: Off-Road Equipment	Updated based on manufacturer specifications and equipment listed in application with information about frequency of use. Trucks and vehicles are analyzed in traffic

8.3. Land Use

Model Parameter	Units	Default Value	New Value

Building Area	sq. ft	304,000	200.000
Landscape Area	sq. ft	—	2,000.00

8.4. Construction

8.4.1. Construction Phases

Phase Type	Phase Name	Model Parameter	Default Value	New Value
Building Construction	Building Construction	End Date	9/18/2027	11/20/2026
Building Construction	Building Construction	Work Days per Phase	230.000	15.0000

8.4.7. On-Road Fugitive Dust

Phase Name	Model Parameter	Units	Default Value	New Value
Building Construction	Onsite Truck Trip Paved	%	0.00000	100.0000

8.5. Operations

8.5.2. Area Sources

8.5.2.4. Landscape Equipment

Model Parameter	Units	Default Value	New Value
Snow Days	day/yr	0.00000	3.00000

8.5.4. Water and Waste Water

Land Use	Model Parameter	Units	Default Value	New Value
Industrial Park	Indoor Water	gal/year	70,300,000	75,000.0
Industrial Park	Outdoor Water	gal/year	27,833.5	100,000.0

8.5.7. Off-Road Equipment

8.5.7.1. Off-Road Equipment

Equipment Type	Model Parameter	Default Value	New Value
Rubber Tired Loaders	Engine Tier	Average	Tier 4 Final
Rubber Tired Loaders	Hours/Day	8.00000	6.00000
Rubber Tired Loaders	Horsepower	150.000	300.000
Excavators	Engine Tier	Average	Tier 4 Final
Excavators	Hours/Day	8.00000	6.00000
Excavators	Horsepower	36.0000	275.000
Other General Industrial Equipment	Engine Tier	Average	Tier 4 Final
Other General Industrial Equipment	Hours/Day	8.00000	6.00000
Other General Industrial Equipment	Horsepower	35.0000	1,050.00
Other General Industrial Equipment	Load Factor	0.34000	0.70000
Generator Sets	Engine Tier	Average	Tier 4 Final
Generator Sets	Horsepower	14.0000	86.5000
Generator Sets	Hours/Day	8.00000	1.000000
Generator Sets	Days/Year	260.000	90.0000