NEVADA COUNTY, CALIFORNIA
INITIAL STUDY

TO:

CEO – Alison Lehman
COB – Jeff Thorsby
COB – Sarah Holyhead
Building Department
Environmental Health Department
DPW Engineering/Surveyor
DPW Transit
Fire Protection Planner
County Counsel
Nevada County Transportation Comm.
NCCFD
NC Transportation Commission
Caltrans Highways
Resource Conservation District
CA Native American Heritage Comm.
NSAQMD
Central Valley WQCB
Sierra Nevada Group/Sierra Club
Friends of Nevada County
South County MAC
Property Owners Within 500 Feet
Commissioner Duncan, District II
Supervisor Scofield, District II
Principal Planner, Tyler Barrington
FREED
Greater Grass Valley Chamber of Commerce
Nevada City Rancheria Nisenan Tribe
United Auburn Indian Community
Shingle Springs Band of Miwok Indians
T'si Akim Maidu
Nevada County Contractors' Association
Nevada County Economic Resource Council
Nevada Irrigation District
PG&E
Nevada County Association of Realtors
Federation of Neighborhoods
California Native Plants Society – Redbud
Alta Sierra Property Owners Association
Federation of Neighborhoods
General Plan Defense Fund
Wolf Creek Community Alliance

Date: April 8, 2022

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File Number(s): PLN21-0281, RZN21-0003, CUP21-0005, PFX21-0006; EIS22-0003

Assessor's Parcel Numbers: 025-220-054

Applicant/Representative: Kevin Nelson, Nelson Engineering, Inc.
159 South Auburn Street
Grass Valley, California 95945
Telephone: (530) 263-2757

Property Owner: AAB Property, LLC

Zoning District: CH (Highway Commercial)

General Plan Designation: HC (Highway Commercial)

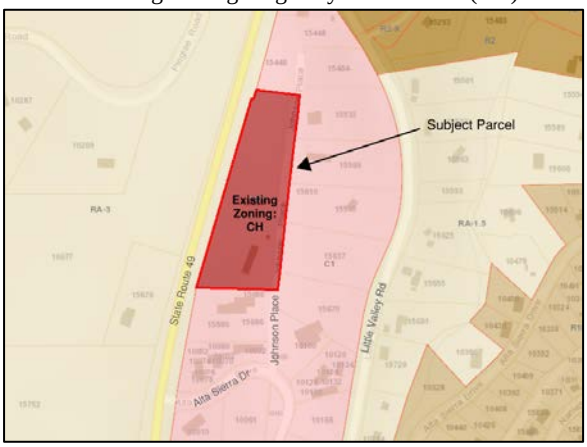
Project Location: 15638 Johnson Place, Grass Valley – approximately 500 feet north of the intersection of Alta Sierra Drive and State Route 49

Project Description:
The project is a combined application proposing 1) A Rezone from Highway Commercial (CH) to Neighborhood Commercial (C1) to allow for the proposed self-storage use, 2) a Use Permit to allow for the development and operation of a self-storage facility with 18 permanent buildings and 7 relocatable storage containers, as well as the formal approval of the existing Alta Sierra Family Automotive auto repair facility, and a 3) a Petition for Exceptions from Road Standards to allow for a reduced easement width on Johnson Place. No exceptions are proposed to the constructed road width or other road section specifications.

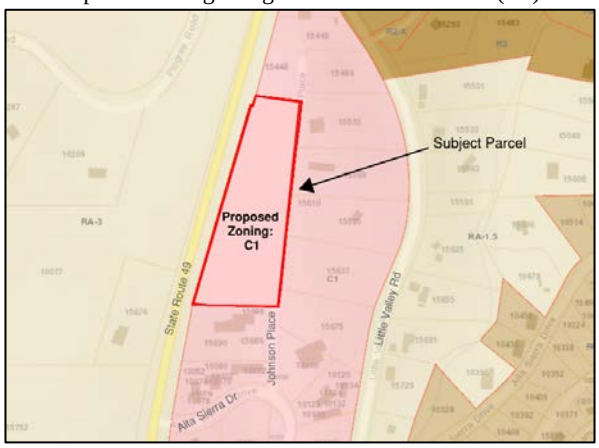
Rezone
The applicant proposes a Zoning Map Amendment from Highway Commercial (CH) to Neighborhood Commercial (C1) in order to accommodate the proposed use of self-storage facilities. Mini-storage buildings are not permitted in the CH zoning district, but are permitted in the C1 district, per Table L-II 2.4.D of the Nevada County Land Use and Development Code. The subject parcel was previously zoned C1, along with all surrounding zoning in the immediate project vicinity on the east side of State Route 49, but was rezoned to CH in 1996 to accommodate a proposed home, garden, and construction equipment rental business, which no longer exists. The proposed rezone would return the parcel to the original C1 zoning to support the development of the new self-storage facility and bring the existing auto repair facility on the site into compliance with the Nevada County Land Use and Development Code. Existing and proposed zoning is shown in Figure 1 below.

Figure 1 – Existing and Proposed Zoning

Existing Zoning: Highway Commercial (CH)



Proposed Zoning: Neighborhood Commercial (C1)



Use Permit
The project applicant proposes a Use Permit to allow development and use of 3.5 acres of the 4.7-acre site as a self-storage facility, and to formally permit the existing Alta Sierra Family Automotive on 1.2 acres of the site. The subject parcel has a Use Permit approved in 1996 which allowed a proposed home, garden, and construction equipment rental business in the CH zoning district, which no longer exists and has since transitioned into an auto repair facility. Alta Sierra Family Automotive has been operating in this location for over 21 years with an informal verbal approval from the District Supervisor, according to the project applicant. Due to the lack of a previous formal approval for an automotive repair facility, the Use Permit application includes a request to formalize the auto repair shop. The existing auto shop is generally not included in the CEQA analysis in this IS/MND because it is part of the existing conditions as defined in CEQA Guidelines Section 15125(a) and 15063(d)(1) and as such is not required to be evaluated. Exceptions include those issues related to bringing the auto shop up to current code, e.g., lighting.

Access to the site is via Johnson Place, a private road, from Alta Sierra Drive and State Route (SR) 49, publicly maintained roads. Johnson Place is a 30-foot wide right of way that extends from Alta Sierra Drive to the northern end of the subject parcel. The segment of Johnson Place south of the storage facility entrance is currently used by several Alta Sierra commercial businesses, and Johnson Place traverses through a parking lot in this area. The proposed self-storage facility would have one vehicular and one pedestrian access point from Johnson Place as shown in Figure 2 below, both gated. The vehicle gate would be controlled by an access code unique to each unit. The facility will be primary contactless with no full-time staff onsite. An existing unauthorized encroachment onto State Route (SR) 49 would be removed as part of the project.

Figure 2 – Site Plan

Alta Sierra Family Automotive has two existing access points from Johnson Place. In order to minimize the overall number of encroachments onto Johnson Place from the subject parcel, Alta Sierra Family Automotive would keep the existing northern driveway gate regularly closed. Alta Sierra Family Automotive includes approximately 3,225 gross square feet (sf) structural space, including shop, office, and storage. Three automotive service bays are located within the main shop building. The facility has 15 parking spaces, including one handicapped space. The current hours of operation are 8AM to 5PM, Monday through Friday. The auto repair shop has an established septic system from the original equipment rental facility that was permitted on July 29, 1996, and a repair field has been identified as part of the Use Permit application to serve in the event of a leach field failure. Both existing and repair leach fields are located in the southwestern area of the site, as shown in Figure 2. The self-storage facility will not generate any additional sewage demand. No changes to the existing septic system are planned for this project.

Water for the parcel is currently served by an onsite well. The proposed project includes connecting treated water for fire suppression purposes to the new storage buildings. An NID supply line currently exists on

the parcel along the western edge of Johnson Place, near hydrant H0183 at 15637 Johnson Place. The well is proposed to remain for landscape irrigation purposes and to continue to serve the auto repair shop. An 80,000-gallon fire suppression water storage tank would also be provided near Building 6 as shown on Figure 1.

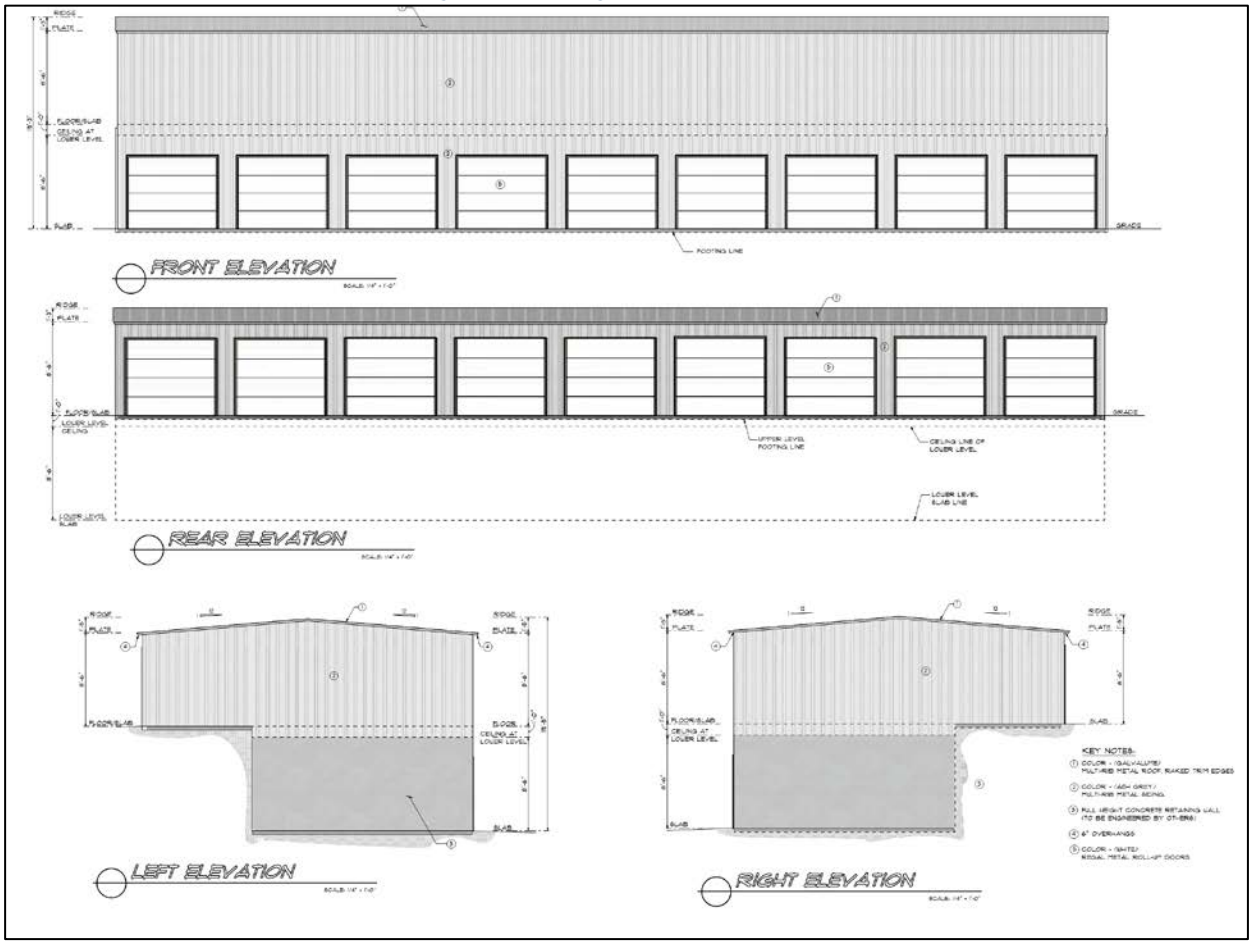
The self-storage project includes 18 permanent storage structures and 7 moveable storage structures. A breakdown of building type, stories, units, and square feet is shown in Table 1 below.

Table 1: Building Area and Unit Analysis

Building No.	Story	Units	Square feet
Permanent Buildings			
1	1	13	1,685
2	Removed to accommodate 40’ road		
3	1	27	1,400
	2	7	2,100
4	1	23	1,600
	2	8	2,400
5	1	33	1,800
	2	9	2,700
6	1	21	2,000
7	Removed		
8	1	22	2,200
9	1	24	3,600
10	1	32	4,500
11	1	8	320
12	1	9	450
13a	1	11	550
13b	1	11	550
14	1	23	2,200
15	1	7	900
16	1	8	900
17	1	7	750
18	1	10	1,575
Metal Containers			
Bldg 6 End – 20’ x 8’ (x3)		12	480
Bldg 9 End – 20’ x 8’ (x2)		8	320
Bldg 10 End – 20’ x 8’ (x1)		4	160
Bldg 15 End – 20’ x 8’ (x1)		4	160
Totals		**341 units**	**35,300 sf**

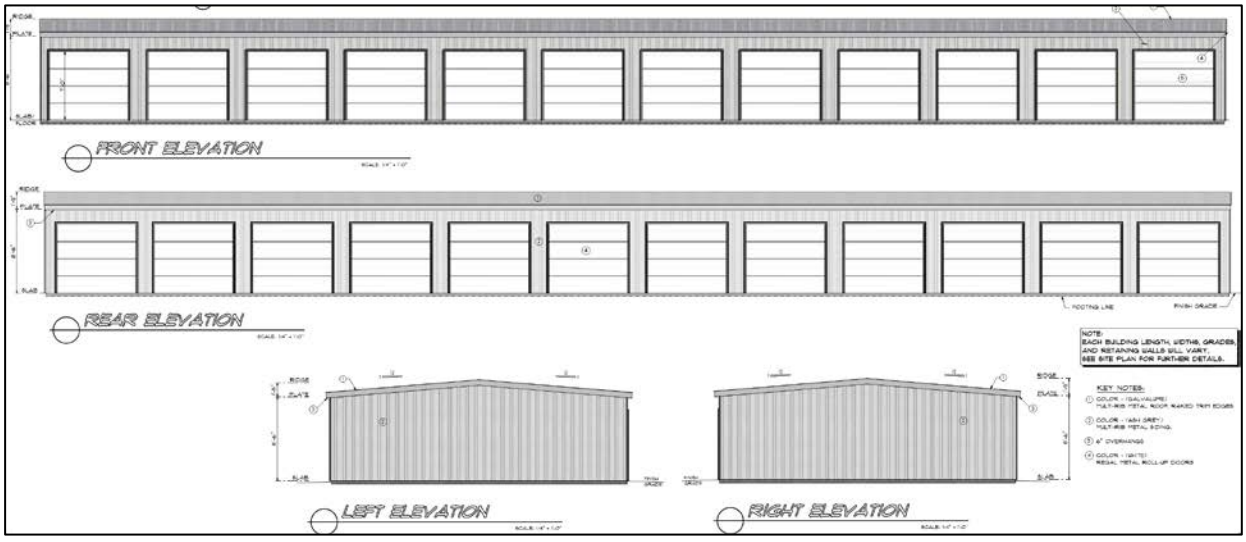
The project is proposed to develop incrementally in two phases, if needed for financing purposes. The southern area, comprised of Buildings 6 through 18, would be developed first, and the northern area, comprised of Buildings 1 and 3 through 5, would be developed second. All construction is anticipated to occur within the standard approval timeline of three years from project approval. Building elevations are varied depending on the location of the unit and visibility from the public right of way. Typical elevations for the interior buildings not visible from SR 49 are architecturally unadorned but consistent in colors, siding and roofing materials with other structures. As shown in Figure 3 below, permanent interior buildings at the northern end of the parcel would be stepped into the hillside and have charcoal-colored ribbed metal siding, galvalume-colored ribbed metal roofing, and white doors.

Figure 3 – Buildings 3, 4, and 5 Elevations



The remaining interior storage structures (Buildings 1, 2, 6, 8, 9, and 14) would have the same siding, roofing, and door materials and colors and would likewise be unadorned architecturally, but would be single story as shown in Figure 4.

Figure 4 – Buildings 1, 2, 6, 8, 9, and 14 Elevations



SR 49-fronting and select entryway permanent structures would be modified with a barn door-type façade and false windows, as shown in Figures 5 and 6 below. Building 10 will have storage doors on both sides of the building. Note that on these elevations, "Rear Elevation" is the west or freeway-facing side. The "49 Self Storage" wall sign is proposed on Building 16 only.

Figure 5 – Buildings 10, 15, 16, and 17 Elevations

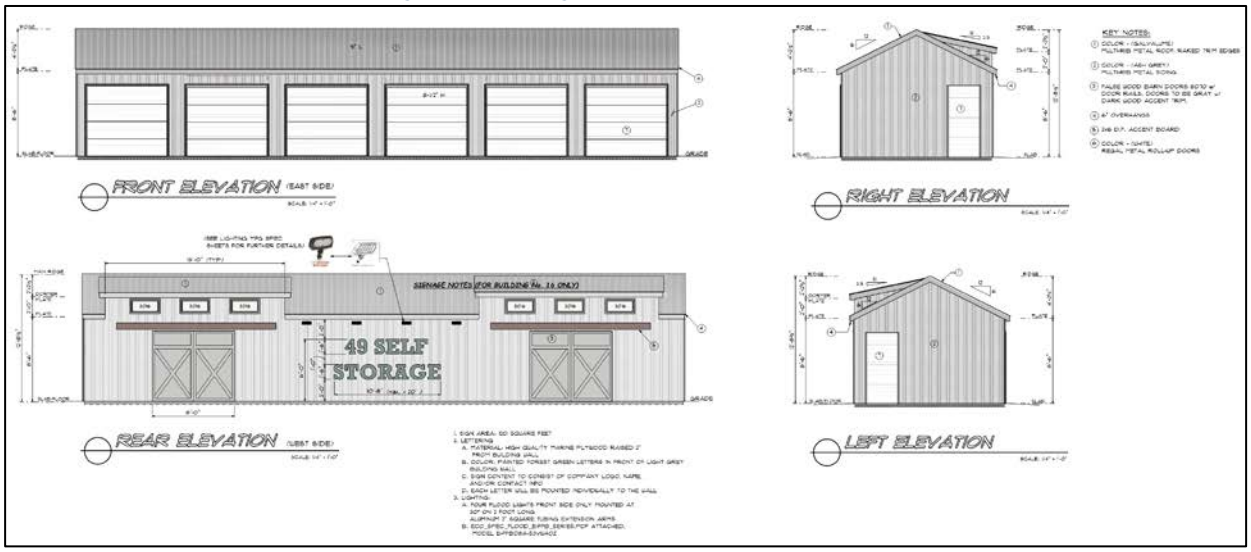
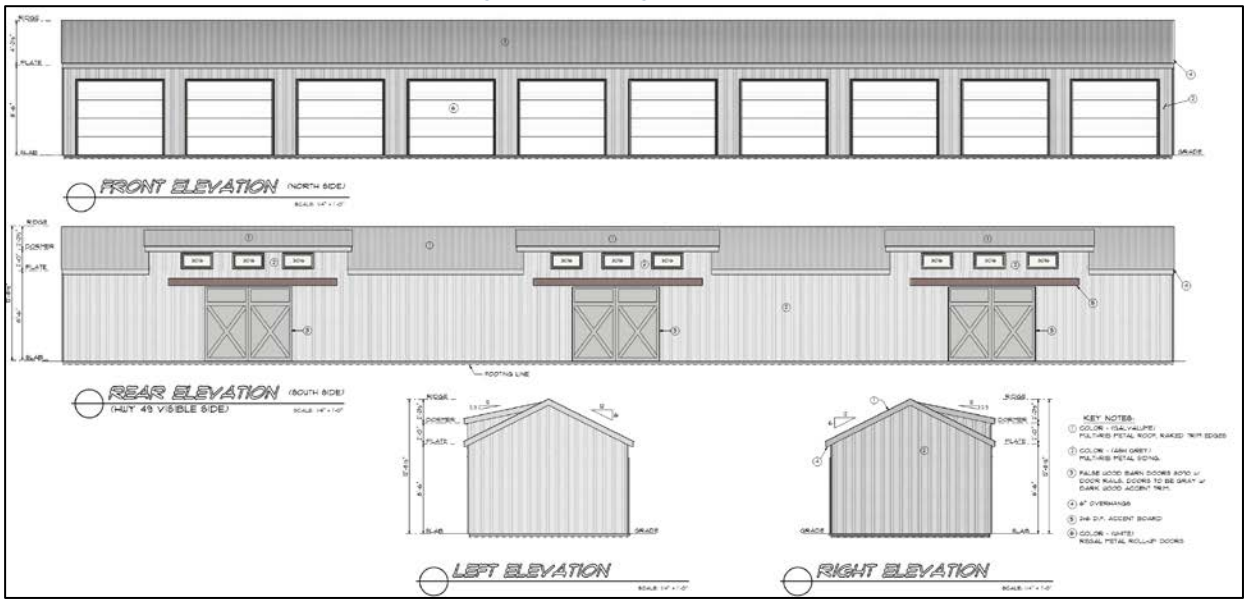


Figure 6 – Building 18 Elevations



Approximately 3,000 cubic yards of material would be excavated and used as fill onsite for construction of the self-storage facilities and associated infrastructure, with all cut and fill balanced onsite. The project would result in the parcel being covered with approximately 57.2 percent impervious surfaces, 25.6 percent natural open space, 15.9 percent landscaping and 1.3 percent gravel.

An existing chain link fence and gates are situated along the perimeter of the auto repair facility. The self-storage facility proposes a 6-foot-high fence of wrought iron fence or similar fencing in all areas except

the northern perimeter (inner yard) which would be fenced using chain link fencing, and the western perimeter north of Building 15, which will be fenced with chain link fencing. An automated kiosk, to be used as an onsite communication channel, may be installed in a vestibule area located on the southeastern corner of Building 10, accessible from the parking area. A conditioned storage and electronics room may also be installed in the southeastern corner of Building 10. Cameras and a security system would be installed to deter and assist in resolving theft and other similar issues at the self-storage facility.

There are 34 exterior wall-mounted LED lights proposed on eight of the 18 storage buildings, at a height of approximately 8 feet, to provide security lighting. There are no pole lights proposed in the parking lot of the storage facility. A photometric lighting plan for the storage facility is shown in Figure 7. Existing lighting at the auto repair shop includes two pole lights measuring 15 feet tall and six building-mounted lights at heights ranging from approximately 8 feet (five lights) to 15 feet tall (one light on the south elevation). Light fixture types at the auto repair shop vary and include unshielded LED lights, spotlights, and one mercury vapor fixture on one of the pole lights. Four building-mounted lights and one pole light are on from sunset to sunrise as a security precaution.

Figure 7 – Photometric Lighting Plan

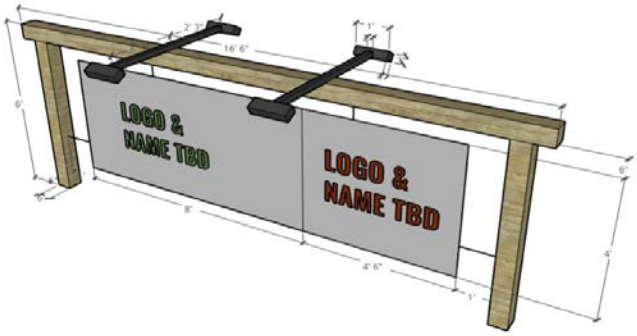
The project proposes three signs: one wall sign on Building 17 facing SR 49 with a total of 120 sf, one monument sign 50 sf in size with both the automotive repair tenant and self-storage facility advertised on the sign, and a 25-foot-tall pole sign 70 sf in size. See Figure 8 below. The wall sign material is proposed as marine plywood or HardiePanel letters raised 2 inches from the building and painted white, grey, maroon or forest green against the dark gray building siding. Each letter would be mounted individually on the wall. Four flood lights mounted on 2-foot-long extension arms are proposed above the wall sign. The monument sign is proposed to be constructed on a frame of rustic timbers milled from trees onsite, with an interior sign on marine plywood using a white, gray, maroon, black, and forest green color palette.

The monument sign would be dual-sided, with two flood lights on 2-foot arms mounted on each side. The 25-foot pole sign is proposed with the same materials and color palette as the monument sign, but would be single-sided and south-facing only. Two flood lights are also proposed on the south side of the pole sign for nighttime visibility.

Figure 8 – Proposed Signs

Wall Sign

Monument Sign



Pole Sign

Petition for Exception to Road Standards

Land Use and Development Code Sec. L-XVII 3.4.A requires a 50-foot right of way (RW) width for Local Class 1 roads, which will be required for this project. The current easement width for Johnson Place is 30 feet. The applicant has obtained a 10-foot fuel modification easement from the neighboring parcel APN 025-430-005 to the east to meet fuel modification requirements for the only portion of the road that is not in a parking lot from Alta Sierra Dr to the entrance of the self-storage facility. On the applicant's parcel (APN 025-220-054), a 40-foot-wide Offer of Dedication to the County for Johnson Place is proposed

along the western property line of the parcel. This section of Johnson Place would consist of the proposed 40-foot offer plus an additional 10 feet of fuel modification easement adjacent to the APN 025-220-054, meeting the intent of the 50-foot required easement in this section.

Project Location Description and Surrounding Land Zoning & Uses:
The subject 4.7-acre property is located approximately 500 feet north of the Alta Sierra Drive and SR 49 intersection in Alta Sierra, with access from Johnson Place off Alta Sierra Drive. Johnson Place forms the eastern boundary and SR 49 the western boundary. The parcel is situated at an elevation of approximately 2,120 feet above mean sea level (MSL) at the northern end to 2,020 feet above MSL at the southern end, in the Rattlesnake Creek basin of the Bear River watershed. The majority of the property is described by the project biologist as being early successional ponderosa pine forest. The area colonized mostly by ponderosa pine (Pinus ponderosa) and typically associated species (e.g., Ceanothus spp.), as well as Scotch broom (Cytisus scoparius) in patches. Surrounding land uses include commercial and residential, along with the highway at the western boundary. Rattlesnake Creek lies approximately 750 feet east and 1,250 feet south of the project site.

Figure 9 – Zoning and Notification Map

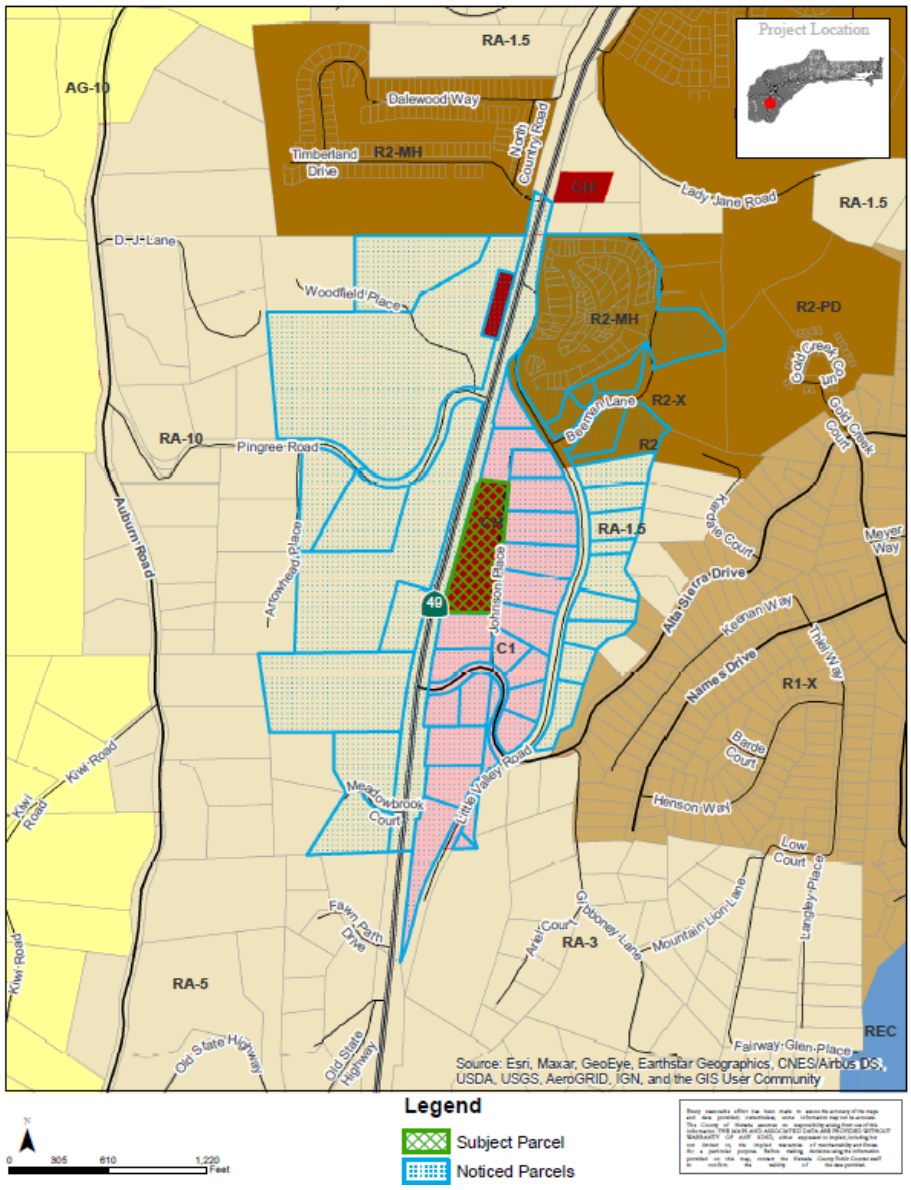


Figure 9 above shows the zoning and configuration of the project parcel and surrounding parcels. Other nearby zoning is largely residential with RA-3 (Residential Agricultural with 3-acre minimum densities) to the west across SR 49, RA-1.5 (Residential Agricultural with 1.5-acre minimum densities) across Little Valley Road to the east, and higher density R1-X (Single Family Residential with a Subdivision Limitation Combining District) and R2-X zoning (Medium Density Residential with a Subdivision Limitation Combination District) farther to the north and east.

Immediately adjacent parcels are smaller in size than the subject parcel, ranging from 1.5 to 2 acres in size. Surrounding uses include retail and office uses to the south, the existing auto repair shop on the subject property, Forever Flowering Greenhouses to the north, and single-family residences in the C1 zoning on the east side Johnson Place.

Other Permits Which May Be Necessary:
Based on initial comments received, the following permits may be required from the designated agencies:

1. Building and Grading Permits – Nevada County Building Department
2. Encroachment Permit – Nevada County Department of Public Works
3. Construction NPDES Storm Water Pollution Prevention Permit – Central Valley Regional Water Quality Board
4. Public Water Connection Permit– Nevada Irrigation District
5. Timberland Conversion Permit and Timber Harvest Plan – CAL FIRE
6. Encroachment Permit – Caltrans

Relationship to Other Projects:
None.

Tribal Consultation:
California Native American Tribes with ancestral land within the project area were routed the project during distribution on November 1, 2021. Tribes include the T'si Akim Maidu of the Taylorsville Rancheria, the United Auburn Indian Community (UAIC), the Nevada City Rancheria, and the Shingle Springs Band of Miwok Indians. The UAIC requested to review the cultural resources report and photographs of the proposed project area on December 15, 2021. 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.

SUMMARY OF IMPACTS and PROPOSED MITIGATION MEASURES

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

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

Summary of Impacts and Recommended Mitigation Measures:

1. AESTHETICS

Mitigation: To offset potentially adverse aesthetic impacts associated with public vantage points, the following mitigation measures shall be required:

> **Mitigation Measure 1A: Minimize light and glare from light fixtures.** All outdoor light fixtures shall be fully shielded to prevent the light source or lens from being visible from adjacent properties and roadways. This will include the use of shielding devices to orient the light downward and reduce glare. In addition, all external light fixtures shall utilize low-pressure sodium lamps, or other similar low intensity lights, to reduce light spillage. This condition shall be shown on all improvement/building plans prior to permit issuance.
> ***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: Minimize reflectivity and glare from building materials.** All potentially reflective building materials and surfaces shall be painted or otherwise treated to minimize reflectivity. Any mechanical equipment, air conditioning units, heating units, gutters, screens, vents or flashing placed on the roof of any structure shall be painted to prevent glare. All

glass used on external building walls shall be low reflectivity. This condition shall be implemented prior to issuance of the building permit of the self-storage facility.
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*

2. AGRICULTURAL/FORESTRY RESOURCES

Mitigation: To offset potentially adverse forestry impacts associated with conversion of forested land to non-forested uses, the following mitigation measures shall be required:

Mitigation Measure 2A: Obtain a Timber Conversion Permit and Timber Harvesting Plan if required by CAL FIRE. Prior to any tree removal and the issuance of grading and improvement permits for the self-storage project, the applicant shall obtain a Timber Conversion Permit and Timber Harvesting Plan if required by CAL FIRE and provide evidence of the permits to the Planning Department.
Timing: *Prior to issuance of grading/improvement/building permits.*
Reporting: *Approval of future grading/improvement permit*
Responsible Agency: *Planning Department*

3. AIR QUALITY

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: Prepare a Dust Control Plan. Prior to issuance of grading and improvement permits, submit a Dust Control Plan to Northern Sierra Air Quality Management District, if more than one (1) acre of natural surface area is to be altered or where the natural ground cover is removed, and gain their approval. The disturbance of natural surface area includes any clearing or grading. Include the approved Dust Control Plan on the project plans using clear phrasing and enforceable conditions, under its own heading. Provide evidence of NSAQMD approval to Nevada County with permit application submittal.
Timing: *Prior to issuance of grading/improvement/building permits.*
Reporting: *Approval of future grading/improvement permit*
Responsible Agency: *NSAQMD and Planning Department*

Mitigation Measure 3B: Reduce emissions during construction. The following are the minimum mitigation measures designed to help reduce project emissions related to construction, which shall be included as a note on all plans prior to issuance of all grading, improvement, and building permits. In addition to these measures, all statewide air pollution control regulations shall be followed, including diesel regulations (which may be accessed at www.arb.ca.gov/diesel/diesel.htm).

a) At least 50% of the mobile off-road construction equipment in use at any time on the project shall be equipped with Tier 1 engines (or cleaner).
b) All architectural coatings shall comply with the California Air Resources Board's 2007 Suggested Control Measure for Architectural Coatings (available at www.arb.ca.gov/coatings/arch/Approved_2007_SCM.pdf).
c) Construction equipment idling times shall be minimized either by shutting equipment off when not in use, or reducing the maximum idling time to 5 minutes (as required by the

California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]) and all construction equipment shall also be maintained and properly tuned in accordance with manufacturer's specifications." Clear signage shall be provided for construction workers at all access points.

d) The applicant shall use reasonable precautions to minimize dust generation. Reasonable precautions may include watering exposed soils, as well as any stockpiled material, and limiting traffic speeds. Such methods shall be noted on improvement plans prior to approval.

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

Mitigation Measure 3C: Comply with open burning prohibitions. The applicant shall use alternatives to open burning of vegetative material on the project site, unless deemed infeasible by the Air Pollution Control Officer. The applicant shall treat cleared vegetation by legal means other than open burning, such as chipping, shredding, grinding, use as firewood, and conversion to biomass fuel. Open burning of site-cleared vegetation shall be permitted only upon Northern Sierra Air Quality Management District (NSAQMD) approval of documentation showing alternatives are unobtainable or economically infeasible. The applicant shall obtain an approval letter from NSAQMD prior to approval of improvement or grading plans for road, driveway or future residential construction indicating the approved method of cleared vegetation disposal, and shall note such methods on any project plans prior to approval. At no time shall open burning of materials generated by this project occur at another site unless approved in advance by the NSAQMD.
Timing: *Prior to issuance of grading and improvement permits*
Reporting: *Permit issuance*
Responsible Agency: *NSAQMD and Planning Department*

Mitigation Measure 3D: Provide energy-efficient utilities. Improvement plans shall include documentation that they comply with the following measures prior to issuance of building permit: The project shall use energy efficient lighting (includes controls) and process systems beyond Title 24 requirements where practicable (e.g. water heating, furnaces, boiler units, etc.)
Timing: *Prior to issuance of grading/improvement/building permits and throughout operation.*
Reporting: *Approval of future grading/improvement permit*
Responsible Agency: *Planning Department*

Mitigation Measure 3E: Mitigate any asbestos discovered during construction. If serpentine, ultramafic rock or naturally occurring asbestos are discovered during construction or grading, the Northern Sierra Air Quality Management District shall be notified within 24 hours, and specific requirements contained in Section 93105 of Title 17 of the California Code of Regulations must be strictly complied with.
Timing: *Prior to issuance of grading/improvement/building permits and throughout construction.*
Reporting: *Approval of future grading/improvement permit*
Responsible Agency: *NSAQMD and Planning Department*

4. BIOLOGICAL RESOURCES

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

Mitigation Measure 4A: Nesting raptors and migratory birds. The following note shall be added to all improvement/grading/construction plans and the measures implemented as noted:

Mitigation Measure 4A: Nesting raptors and migratory birds. The following note shall be added to all improvement/grading/construction plans:

Impacts to nesting raptors, including special-status avian or bat species, and migratory birds can be avoided by removing vegetation before the start of the nesting season, or delaying removal until after the end of the nesting season.

a) If construction is to take place during the nesting season (March 1 - August 31), including any ground disturbance, preconstruction surveys for nesting raptors, migratory birds and special-status bats shall be conducted within 7 days prior to the beginning of construction activities by a California Department of Fish and Wildlife (CDFW) approved biologist and in accordance with California and Federal requirements.
b) Tree removal and construction shall not take place during the breeding season (March 1 –July 31), unless supported by a report from the qualified biologist verifying that birds, including raptors, are not nesting in the trees proposed for removal or disturbance.
c) If active nests are found, temporary nest disturbance buffers shall be established; a quarter-mile buffer for nesting raptors and, a 200-foot buffer if active migratory bird nests are found.
d) If project related activities within the temporary nest disturbance buffer are determined to be necessary during the nesting season, then an onsite biologist/monitor experienced with raptor behavior, shall be retained by the project proponent to monitor the nests, and shall, along with the project proponent, consult with the CFWD to determine the best course of action necessary to avoid nest abandonment or take of individuals. Work may be allowed to proceed within the temporary nest disturbance buffer if raptors are not exhibiting agitated behavior such as defensive flights at intruders, getting up from a brooding position, or flying off the nest. The designated biologist/monitor shall be onsite daily while construction related activities are taking place and shall have the authority to stop work if raptors are exhibiting agitated behavior. In consultation with the CDFW and depending on the behavior of the raptors, over time the biologist/monitor may determine that monitoring is no longer necessary, due to the raptors' acclimation to the activities.
e) Any trees containing nests that must be removed as a result of development shall be removed during the non-breeding season. However, the project proponent shall be responsible for off-setting the loss of any nesting trees. The project proponent and biologist/monitor shall consult with CDFW and the extent of any necessary compensatory mitigation shall be determined by CDFW. Previous recommended mitigation for the loss of nesting trees has been at a ratio of three trees for each nest tree removed during the non-nesting season.

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*

Mitigation Measure 4B: Fence design and installation to minimize harm to deer movement. Project fencing shall be designed and constructed in coordination with a County-approved biologist to minimize impacts to deer and deer movement through the site.
Timing: *Prior to issuance of grading/improvement/building permits.*
Reporting: *Approval of future grading/improvement permit*
Responsible Agency: *Planning Department and Building Department*

Mitigation Measure 4C: Implement Best Management Practices (BMPs) During Construction. To protect water quality and aquatic life in downstream aquatic resources, the

contractor shall implement the following BMPs during construction, which shall also be shown as a note on all improvement and grading plans:

a) Disruption of soils and native vegetation shall be minimized to limit potential erosion and sedimentation; disturbed areas shall be graded to minimize surface erosion and siltation; bare soils shall be immediately stabilized and revegetated. Seeded areas shall be covered with broadcast straw or mulch.
b) If straw is used for erosion control, only certified weed-free straw shall be used to minimize the risk of introducing noxious weeds such as yellow star thistle.
c) The contractor shall exercise every reasonable precaution to prevent contamination of the project area with spilled fuels, oils, bitumen, calcium chloride, and other harmful materials. Contamination of the project area soils from construction byproducts and pollutants such as oil, cement, and wash water shall be minimized. Drip pans or absorbent pads should be used during vehicle and equipment maintenance work that involves fluids. All construction debris and associated materials and litter shall be removed from the work site immediately upon completion.
d) To minimize erosion, development runoff shall not be discharged directly across steep slopes. Runoff shall instead be directed through energy dissipaters constructed at discharge points to reduce flow velocity and prevent erosion.

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*

Mitigation Measure 4D: Obtain a Storm Water Pollution Prevention Plan (SWPPP) from the Central Valley Regional Water Quality Control Board. Given that the project would disturb over one acre, the project applicant shall obtain a SWPPP from the Central Valley Regional Water Quality Control Board and provide it to the Building Department prior to the onset of any construction activities and prior to issuance of grading and improvement permits.
Timing: *Prior to issuance of grading/improvement/building permits and throughout construction.*
Reporting: *Approval of future grading/improvement permit*
Responsible Agency: *Planning Department, Building Department, and CVWQCB*

Mitigation Measure 4E: Provide Copies of Permit Conditions/Mitigation Measures to Contractors. To ensure the proper and timely implementation of all mitigation measures contained in this report, as well as the terms and conditions of any other required permits, the applicant shall distribute copies of these mitigation measures and any other permit requirements to the contractors prior to grading and construction.
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*

5. CULTURAL RESOURCES

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, Cultural Resources or Paleontological 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*

13. NOISE

Mitigation: To mitigate 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 construction work hours to 7:00 AM to 7:00PM: During grading and construction, work hours shall be limited from 7AM to 7PM, Monday through Saturday. Prior to issuance of grading, improvement, and building permits, plans shall reflect hours of 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*

18. TRIBAL CULTURAL RESOURCES

Mitigation: To offset potentially adverse tribal cultural resources impacts associated with the construction activities, the following mitigation measures shall be required and shall be included as notes on all future grading, development, or improvement plans:

Mitigation Measure 18A: Unanticipated Tribal Cultural Resources. If any suspected Tribal Cultural Resources (TCRs) are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. A Tribal Representative from a California Native American tribe that is traditionally and culturally affiliated with a geographic area shall be immediately notified and shall determine if the find is a TCR (PRC §21074). The Tribal Representative will make recommendations for further evaluation and treatment as necessary.

When avoidance is infeasible, preservation in place is the preferred option for mitigation of TCRs under CEQA and UAIC protocols, and every effort shall be made to preserve the resources in place, including through project redesign, if feasible. Culturally appropriate treatment may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, or returning objects to a location within the project

area where they will not be subject to future impacts. Permanent curation of TCRs will not take place unless approved in writing by UAIC or by the California Native American Tribe that is traditionally and culturally affiliated with the project area.

The contractor shall implement any measures deemed by the CEQA lead agency to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including, but not limited to, facilitating the appropriate tribal treatment of the find, as necessary. Treatment that preserves or restores the cultural character and integrity of a TCR may include Tribal Monitoring, culturally appropriate recovery of cultural objects, and reburial of cultural objects or cultural soil. Work at the discovery location cannot resume until all necessary investigation and evaluation of the discovery under the requirements of the CEQA, including AB52, have been satisfied.

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 of the Auburn Rancheria*

19. UTILITIES / SERVICE SYSTEMS

Mitigation: To offset potentially adverse impacts related to construction waste, the following mitigation measures shall be required and shall be included as notes on the improvement, grading, and building plans for the project:

Mitigation Measure 19A: Appropriately Dispose of Vegetative and Toxic Waste. Neither stumps nor industrial toxic waste (petroleum and other chemical products) are accepted at the McCourtney Road transfer station and if encountered, shall be properly disposed of in compliance with existing regulations and facilities. Inert waste, such as rock or concrete should be retained "on-site" and incorporated into the development as much as possible. Such methods shall be noted on the grading and improvement plans.
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 and Building Department*

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 and Building Department	Prior to issuance of grading/improvement/building permits and throughout operation.
2A	NSAQMD and Planning Department	Prior to issuance of grading/improvement/building permits.
3A	NSAQMD and Planning Department	Prior to issuance of grading/improvement/building permits.

3B	NSAQMD and Planning Department	Prior to issuance of grading/improvement/building permits and throughout construction.
3C	NSAQMD and Planning Department	Prior to issuance of grading/improvement/building permits and throughout construction.
3D	Planning Department	Prior to issuance of grading/improvement/building permits and throughout construction.
3E	NSAQMD and Planning Department	Prior to issuance of grading/improvement/building permits and throughout construction.
4A	Planning Department and Building Department	Prior to issuance of grading/improvement/building permits and throughout construction.
4B	Planning Department and Building Department	Prior to issuance of grading/improvement/building permits.
4C	Planning Department and Building Department	Prior to issuance of grading/improvement/building permits and throughout construction.
4D	Planning Department, Building Department, and CVWQCB	Prior to Issuance of grading/improvement/building permits and throughout construction
4E	Planning Department and Building Department	Prior to Issuance of grading/improvement/building permits and throughout construction
5A	Planning Department and Building Department	Prior to Issuance of grading/improvement/building permits and throughout construction
13A	Planning Department and Building Department	Prior to Issuance of grading/improvement/building permits and throughout construction
18A	Planning Department & United Auburn Indian Community of the Auburn Rancheria	Prior to Issuance of grading/improvement/building permits and throughout construction
19A	Planning Department and Building Department	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 subject property is a 4.7-acre parcel that was previously cleared for development but is now predominantly grown in over approximately 3.5 acres with early successional ponderosa pine forest habitat. The remaining 1.2 acres is developed with an existing automotive repair shop and associated parking lot and infrastructure. The property is approximately 500 feet north of the intersection of Alta Sierra Drive and SR 49, with approximately 855 feet of frontage on SR 49 and 800 feet of frontage on the privately maintained Johnson Place to the east. The southwest area of the site has high visibility from SR 49, as shown in Figure 10 below.

Figure 10 – View from west side of SR 49 looking east toward the southwestern end of the subject parcel

The existing automotive shop on the subject property is not highly visible from SR 49, but there are filtered views of the shop from some vantage points along SR 49. As the property rises to the north, visibility onto the site decreases due to upwards slope to the east, as shown in Figure 11 below.

Figure 11 – View from west side of SR 49 looking east toward the northern end of the subject parcel

Caltrans has a 100-foot right of way (RW) along the project frontage and has constructed the freeway in the western 50 feet of the RW, providing the site with approximately 50 feet of additional tree buffer within the right of way, as shown on the site plan in Figure 2.

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, L
b. Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?				✓	A, L,29
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, 18

Impact Discussion:

1a,c,d. The project proposes to install highway-facing signage, including a 120-sf wall sign on Building 17, a 50-sf monument sign, and a 70-sf pole sign that is 25 feet tall, all in the southwest area of the site. The project also proposes to provide less landscape vegetation and a 220-foot break in the fencing in the southwestern area at Buildings 15 through 18 in order to provide visibility to the business from SR 49. However, both the wall sign and monument sign would be visible only for a short window as vehicles pass Building 17 and the monument sign. Topography and tree cover would limit longer-range visibility from both north and south. The pole sign would be visible only for northbound traffic, and the 25-foot height would not be obtrusive within the

context of the rising topography and other pole signs in the area, as shown in Figures 12 and 13 below. The new siting of multiple signs as proposed in the Comprehensive Sign Plan may result in cluttering of signage along SR-49, however all signs will be in compliance with the Nevada County Land Use and Development Code as described by the project specific conditions of approval.

Figure 12 – View of Proposed Pole Sign Location from Alta Sierra Drive intersection with SR 49 (pole sign location in red box)

Additionally, the storage buildings with visibility from SR 49 are proposed with additional architectural features such as barn door facades and false windows to reduce aesthetic impacts, as shown in Figures 5 and 6, and the proposed color palette of grays, forest green, maroon, white, and black on signs and buildings is neutral. Materials are rustic and natural, with metal siding and roofing, and timbers milled from the site for the signposts. The remaining frontage is proposed to be landscaped as shown in Figure 14 below, and Caltrans right of way contains approximately 50 feet of additional tree and shrub buffer which would obstruct views of the project along its SR 49 frontage.

Figure 13 – View from west side of SR 49 looking east toward the northern end of the subject parcel

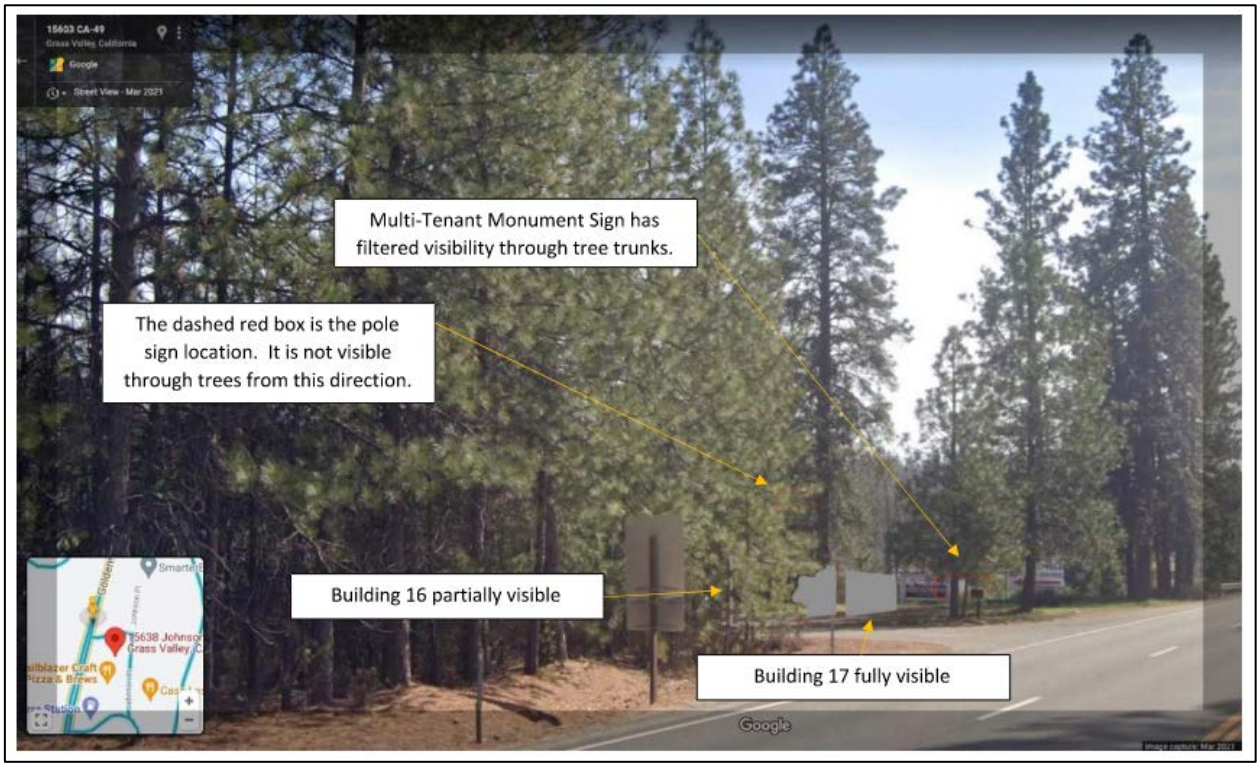
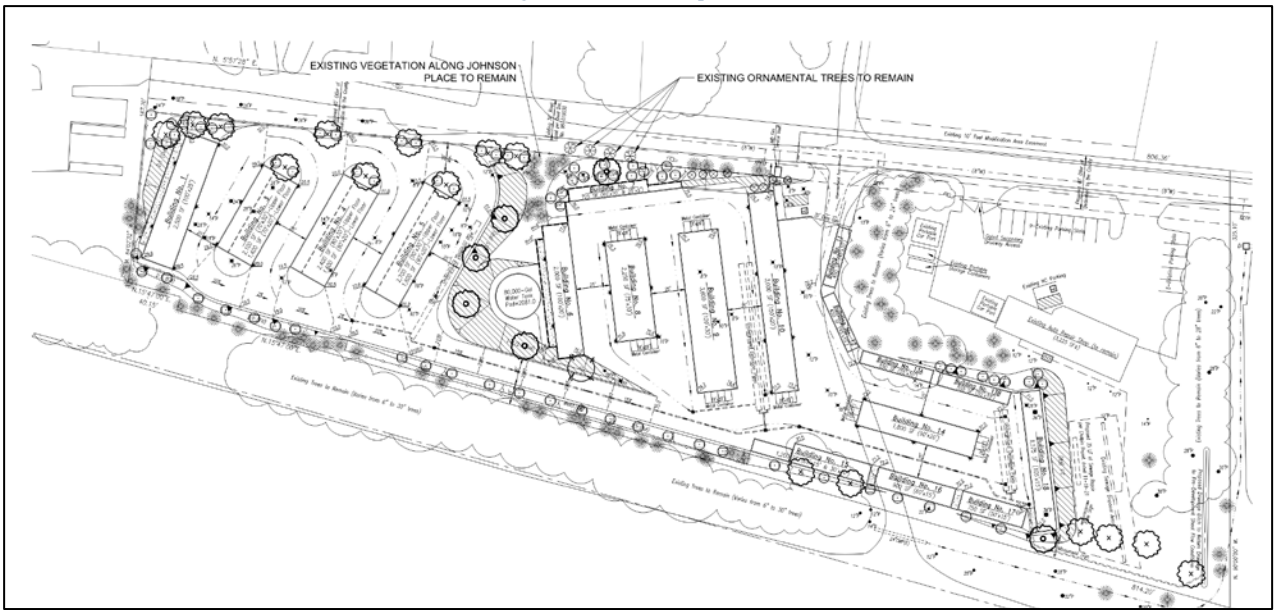


Figure 14 – Landscape Plan



The project includes a proposal for 34 lights on 18 buildings, as well as signage lighting, and some materials, such as the roofing, could be reflective. Given the proposed lighting and the project's high visibility on a public thoroughfare, the project nonetheless has the potential to have adverse impacts on the visual quality of public views. Impacts would be ***less than significant with mitigation*** as identified below in Mitigation Measures 1A and 1B, which would minimize light and glare from lighting fixtures, as well as reflectivity from building materials.

1b. SR 49 through the project area is not a State-designated scenic highway. Therefore, the proposed project would have ***no impact*** on scenic resources within a state scenic highway.

Mitigation: To offset potentially adverse aesthetic impacts associated with public vantage points, the following mitigation measures shall be required:

Mitigation Measure 1A: Minimize light and glare from light fixtures. All outdoor light fixtures shall be fully shielded to prevent the light source or lens from being visible from adjacent properties and roadways. This will include the use of shielding devices to orient the light downward and reduce glare. In addition, all external light fixtures shall utilize low-pressure sodium lamps, or other similar low intensity lights, to reduce light spillage. This condition shall be shown on all improvement/building plans prior to permit issuance.
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: Minimize reflectivity and glare from building materials. All potentially reflective building materials and surfaces shall be painted or otherwise treated to minimize reflectivity. Any mechanical equipment, air conditioning units, heating units, gutters, screens, vents or flashing placed on the roof of any structure shall be painted to prevent glare. All glass used on external building walls shall be low reflectivity. This condition shall be implemented prior to issuance of the building permit of the self-storage facility.
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*

2. AGRICULTURAL/FORESTRY RESOURCES

Existing Setting:
The subject property is designated "Urban and Built Up Land" by the Farmland Mapping and Monitoring Program of the California Department of Conservation, and the property is currently zoned and designated for Highway Commercial uses. The 4.7-acre parcel is partially improved, with an automotive repair facility on 1.2 acres of the site.

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, L, 7
b. Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?				✓	A, L, 18
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resource Code section 12220(g)), timberland zoned				✓	A, L, 18

Timberland Production (as defined by Government Code Section 51104(g))?					
d. Result in the loss of forest land or conversion of forest land to non-forest use?		✓			A, L, 18
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, L, 7

Impact Discussion:

2a,b. The proposed self-storage facility and the existing auto repair shop are located in an area that is entirely designated "Urban and Built Up Land" and will not result in a conversion of Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. Additionally, the proposed project will not conflict with or convert existing zoning for agricultural use. Neither the subject property nor adjacent properties are under a Williamson Act contract, and surrounding lands are zoned and designated for commercial and residential uses. 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. The proposed self-storage facility and the existing auto repair shop does not propose 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. The project would have ***no impact*** related to Forest or Timber Production Zone zoning.

2d,e. Although the project site was previously cleared, the project biologist has noted that in that time the site has revegetated with ponderosa pine successional habitat. The project design includes the removal of 44 trees over 8 inches diameter at breast height (dbh) from approximately 3 acres, which requires a Timberland Conversion Permit (TCP) and potentially a Timber Harvest Permit (THP) from CAL FIRE. With implementation of the conditions within the TCP and/or THP, which include environmental mitigation to reduce impacts with tree removal, the project would have ***less than significant impacts with mitigation***.

Mitigation: To offset potentially adverse forestry impacts associated with conversion of forested land to non-forested uses, the following mitigation measures shall be required:

> **Mitigation Measure 2A: Obtain a Timber Conversion Permit and Timber Harvesting Plan if required by CAL FIRE.** Prior to any tree removal and the issuance of grading and improvement permits for the self-storage project, the applicant shall obtain a Timber Conversion Permit and Timber Harvesting Plan if required by CAL FIRE and provide evidence of the permits to the Planning Department.
> ***Timing:*** *Prior to issuance of grading/improvement/building permits.*
> ***Reporting:*** *Approval of future grading/improvement permit*
> ***Responsible Agency:*** *Planning Department*

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" from direct sources (such as factories) and indirect sources (such as land-use projects) 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. California has adopted its own ambient air quality standards (CAAQS). Criteria air pollutants include ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, lead, and particulate matter. 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. Table 1 shows the current attainment/nonattainment status for the federal and state air quality standards in Nevada County.

Nevada County has two federally recognized air monitoring sites: The Litton Building in Grass Valley (fine particulate matter, also called PM2.5, and ozone) and the fire station in downtown Truckee (PM2.5 only).

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 (Table 1). 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 are likely to exist in several areas of western Nevada County; however, the area of the project site is not mapped as an area that is likely to contain natural occurrences of asbestos (California Department of Conservation, 2022; email from Sam Longmire September 20, 2021). As shown in Figure 15 below, the property is underlain by Sites Very Stony Loam (SmC), 2 to 15 percent slopes (approximately 64.3 percent); Sites Silt Loam (SlB), 2 to 9 percent slopes (26.7 percent), and Secca-Rock Outcrop Complex , 2 to 50 percent slopes (8.9 percent).

Figure 15 – Soil Resource Survey Map for Project Site

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, G
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, G, 21, 22, 23
c. Expose sensitive receptors to substantial pollutant concentrations?			✓		A, G, L
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			✓		A,G

Impact Discussion:

3a. The proposed project would not conflict with or obstruct implementation of an applicable air quality plan; therefore, ***no impact*** is anticipated on the potential adoption or implementation of an air quality plan.

3b. Western Nevada County is in non-attainment for the Federal 8-hour ozone standard, and the entirety of Nevada County is in non-attainment for the State 1- and 8-hour ozone standards and PM10 standards. While most of the ozone in the County is transported from urban areas to the southwest, PM10 sources primarily come from within the County. PM10 violations in winter are largely due to wood smoke from the use of woodstoves and fireplaces, while summer and fall violations often occur during forest fires or periods of open burning.

The California Emissions Estimation Model (CalEEMod) provides a means to estimate potential emissions associated for both construction and operation of land use projects. Estimated construction impacts were determined using the parameters specific to this proposed self-storage use and conservative CalEEMod defaults (CalEEMod Version 2016.3.2 2016). The existing auto shop is not included in the analysis as it is part of the existing conditions as defined in CEQA Guidelines Section 15125(a) and 15063(d)(1) and as such is not required to be evaluated. 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 the tables 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 2, below, shows that estimated project construction related pollution levels would fall within NSAQMD Level A thresholds.

Table 2. Project Construction Air Quality Impacts

Pollutant	NSAQMD Threshold*	Project Impact
NOx	< 24 lbs/day	6.68 lbs/day (1.22 tons/yr)
ROG	< 24 lbs/day	0.88 lbs/day (0.16 tons/yr)
PM10	< 79 lbs/day	0.66 lbs/day (0.12 tons/yr)

CO	N/A	6.80 lbs/day (1.24 tons/yr)
*These thresholds are "Level A" in NSAQMD's *Guidelines*. CalEEMod Version 2020.4.0 2022		

Mitigation Measures 3A and 3B are proposed to reduce emissions during project construction (increased particulate matter from diesel and dust and increased hydrocarbon release for the synthesis of ozone) from heavy equipment used for grading, brush chipping, and other construction activities, as well as from vegetative burning. The proposed project involves the disturbance of more than one acre and will therefore trigger the requirement for a Dust Control Plan to mitigate construction impacts on air quality, as shown in Mitigation Measure 3A. Reasonable precautions may include watering vehicle traffic areas, as well as any stockpiled material, and limiting traffic speeds during construction. Such methods will be required to be noted on the improvement plans prior to approval.

Table 3, below, shows resultant operational impacts are within NSAQMD Level A. These emissions are associated with energy use, landscape equipment (stationary sources) and mobile sources associated with vehicle use.

Table 3. Project Operational Air Quality Impacts		
Pollutant	**NSAQMD Threshold***	**Project Impact**
NOx	< 24 lbs/day	0.66 lbs/day (0.12 tons/yr)
ROG	< 24 lbs/day	1.15 lbs/day (0.21 tons/yr)
PM10	< 79 lbs/day	0.49 lbs/day (0.09 tons/yr)
CO	N/A	3.34 lbs/day (0.61 tons/yr)
*These thresholds are "Level A" in NSAQMD's Guidelines. CalEEMod Version 2020.4.0 2022		

In order to ensure the project remains within the operational levels identified above, and to ensure that it does not contribute cumulatively considerable net increases in criteria pollutants that would substantially deteriorate ambient air quality or violate air quality standards, Mitigation Measures 3C and 3D reduce operational emissions, minimizing impacts through energy-efficient requirements. While mapping does not indicate that the site is likely to contain serpentine, ultramafic rock or naturally occurring asbestos, Mitigation Measure 3E requires NSAQMD notification in the event of their discovery. With implementation of Mitigation Measures 3A through 3E, the potential for this project to violate any air quality standards during either the construction or the operational phases would be ***less than significant with mitigation***.

3c,d. The proposed project would develop 3.5 acres with self-storage facilities. The closest sensitive receptors are residences approximately 45 feet from the eastern property boundary line; however, the proposed self-storage uses are not anticipated to generate substantial pollutant concentrations or result in other emissions such as odors that could substantially affect a large number of people. Therefore, it is anticipated that the project would result in ***less than significant*** impacts related to exposing sensitive receptors to substantial pollutant concentrations and the generation of emissions that could affect a substantial amount of people**.**

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: Prepare a Dust Control Plan. Prior to issuance of grading and improvement permits, submit a Dust Control Plan to Northern Sierra Air Quality Management District, if more than one (1) acre of natural surface area is to be altered or where the natural ground

cover is removed, and gain their approval. The disturbance of natural surface area includes any clearing or grading. Include the approved Dust Control Plan on the project plans using clear phrasing and enforceable conditions, under its own heading. Provide evidence of NSAQMD approval to Nevada County with permit application submittal.
Timing: *Prior to issuance of grading/improvement/building permits.*
Reporting: *Approval of future grading/improvement permit*
Responsible Agency: *NSAQMD and Planning Department*

Mitigation Measure 3B: Reduce emissions during construction. The following are the minimum mitigation measures designed to help reduce project emissions related to construction, which shall be included as a note on all plans prior to issuance of all grading, improvement, and building permits. In addition to these measures, all statewide air pollution control regulations shall be followed, including diesel regulations (which may be accessed at www.arb.ca.gov/diesel/diesel.htm).

a) At least 50% of the mobile off-road construction equipment in use at any time on the project shall be equipped with Tier 1 engines (or cleaner).
b) All architectural coatings shall comply with the California Air Resources Board's 2007 Suggested Control Measure for Architectural Coatings (available at www.arb.ca.gov/coatings/arch/Approved_2007_SCM.pdf).
c) Construction equipment idling times shall be minimized either by shutting equipment off when not in use, or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]) and all construction equipment shall also be maintained and properly tuned in accordance with manufacturer's specifications." Clear signage shall be provided for construction workers at all access points.
d) The applicant shall use reasonable precautions to minimize dust generation. Reasonable precautions may include watering exposed soils, as well as any stockpiled material, and limiting traffic speeds. Such methods shall be noted on improvement plans prior to approval.

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

Mitigation Measure 3C: Comply with open burning prohibitions. The applicant shall use alternatives to open burning of vegetative material on the project site, unless deemed infeasible by the Air Pollution Control Officer. The applicant shall treat cleared vegetation by legal means other than open burning, such as chipping, shredding, grinding, use as firewood, and conversion to biomass fuel. Open burning of site-cleared vegetation shall be permitted only upon Northern Sierra Air Quality Management District (NSAQMD) approval of documentation showing alternatives are unobtainable or economically infeasible. The applicant shall obtain an approval letter from NSAQMD prior to approval of improvement or grading plans for road, driveway or future residential construction indicating the approved method of cleared vegetation disposal, and shall note such methods on any project plans prior to approval. At no time shall open burning of materials generated by this project occur at another site unless approved in advance by the NSAQMD.
Timing: *Prior to issuance of grading and improvement permits*
Reporting: *Permit issuance*
Responsible Agency: *NSAQMD and Planning Department*

Mitigation Measure 3D: Provide energy-efficient utilities. Improvement plans shall include documentation that they comply with the following measures prior to issuance of building permit:

The project shall use energy efficient lighting (includes controls) and process systems beyond Title 24 requirements where practicable (e.g. water heating, furnaces, boiler units, etc.)
Timing: *Prior to issuance of grading/improvement/building permits and throughout operation.*
Reporting: *Approval of future grading/improvement permit*
Responsible Agency: *Planning Department*

Mitigation Measure 3E: Mitigate any asbestos discovered during construction. If serpentine, ultramafic rock or naturally occurring asbestos are discovered during construction or grading, the Northern Sierra Air Quality Management District shall be notified within 24 hours, and specific requirements contained in Section 93105 of Title 17 of the California Code of Regulations must be strictly complied with.
Timing: *Prior to issuance of grading/improvement/building permits and throughout construction.*
Reporting: *Approval of future grading/improvement permit*
Responsible Agency: *NSAQMD and Planning Department*

4. BIOLOGICAL RESOURCES

Existing Setting:
A biological inventory was prepared for the subject property in 2007 by Susan Sanders and Carolyn Chainey-Davis. Due to the age of that report, an updated memorandum was prepared for the proposed project by Adrian Juncosa on October 12, 2021, in order to review and confirm the adequacy of the original inventory relative to current conditions and provide any new information, impacts, and mitigation measures that may be needed. Mr. Juncosa conducted a site visit on October 10, 2021, and ran a new California Natural Diversity Database (CNDBB) query to determine whether the 2007 list of species was still accurate. Mr. Juncosa determined that the project site habitats have changed since 2007 from the Disturbed/Ruderal and Grassland categories to Early Successional Ponderosa Pine Forest. The site has gentle to moderate slopes and is located at elevations ranging from 2,020 to 2,120 feet, and is currently developed with an automotive repair business, surfaced driveway, and parking area over 1.2 acres of the site. Soils on the site are dominated by well-drained, heavy loams in the Sites series, 2-9 percent slopes, which have a slight hazard of erosion and medium runoff characteristics. Rattlesnake Creek is approximately 750 feet east and 1,250 feet south of the property.

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, K, 19
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,K,L,19
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,K,L, 10, 19

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, L, 19
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		✓			A,16,19
f. Conflict with the provisions of an adopted Habitat Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓	A,18,19

Impact Discussion:

4a,d. According to both the 2007 Biological Inventory by Susan Sanders and Carolyn Chainey-Davis, and the 2021 Biological Memorandum prepared by Adrian Juncosa, the project site does not contain or have the potential to contain any special-status species, with the possible exception of Cooper's hawk.

The project area is within the geographic range of a number of special-status species that are of concern to the CDFG (CNDDB 2007) and U.S. Fish and Wildlife Service (USFWS 2007). However, no state- or federally listed threatened or endangered plant or animal species were found in the project area during the mid-May survey in 2007 or the October 9, 2021, survey. Three state or federal listed species are known from the region: Scadden Flat checkerbloom (Sidalcea stipularis), Stebbins' morning-glory (Calystegia stebbinsii) and Pine Hill flannelbush (Fremontodendron decumbens). The latter two species are endemic to gabbro soils in the Secca and Rescue soil series, which are not present in the project area. Scadden flat checkerbloom (Sidalcea stipularis), a state endangered species, occurs on the drier fringe of an open cattail marsh west of Grass Valley. No habitat suitable for supporting this species is present in the project area. The remainder of the special-status plants known from the region can be ruled out from occurring on the project site due to the absence of suitable habitat, such as serpentine or gabbro soils or wetlands, which are not present here.

Ponderosa pine forest and annual grassland at this elevation in the Sierra Nevada, and in this relatively disturbed setting, does not provide habitat for any other special status wildlife species except for Cooper's hawks. Cooper's hawks breed in dense-canopied trees from foothill pine-oak woodlands up to the ponderosa pine forest. This species hunts in broken woodland and habitat edges, where they catch small birds in the air. Young birds often remain in the vicinity of the nest after they fledge while they are learning to hunt. No Cooper's hawks were observed during the survey, but Cooper's hawks could use the project area for foraging and possibly nesting.

Loss of limited numbers of common species of plants or animals, as could occur due to further development of the property, is not a significant impact under current CEQA guidelines pertaining to biological resources. However, the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (FGC) §3513 prohibit take of migratory birds, which is defined to include destruction of active nests (presumed to contain eggs or nestlings). Compliance with the MBTA requires that no grading, brush clearing (mechanized or otherwise), or tree removal occur during the nesting season without a nesting bird survey that confirms no occupied nests are present, or contingent mitigation actions if nests are present. Mitigation Measure 4A requires a nesting survey prior to any disturbance to avoid impacts to potentially nesting raptors and migratory birds.

Deer populations throughout the state are characterized by the California Department of Fish and Wildlife and the Tahoe National Forest as unstable and declining, with the 2017 population at nearly two-thirds that of 1990, from 850,000 to 532,621 deer (California Department of Fish and Wildlife 2022). The site is located within the Resident Deer Herd range noted on the Nevada County Master Environmental Inventory, with migratory movement noted in the general project vicinity as occurring in a northeasterly to southwesterly direction. State Route 49 is an impediment to movement in the migratory direction, but deer continue to use the same routes across SR 49 regardless of the automobile traffic. Project fencing could cause harm to younger deer and could impede migratory movement across the site. Mitigation Measure 4B requires appropriate fence design for deer movement and migration.

With implementation of Mitigation Measures 4A and 4B, impacts related to wildlife movement and disturbance of local wildlife would be ***less than significant with mitigation.***

4b,c The 2007 Biological Inventory by Susan Sanders and Carolyn Chainey-Davis, and the 2021 Biological Memorandum prepared by Adrian Juncosa both confirm that the project site does not contain any riparian habitat, waterways, wetlands or other sensitive natural communities. However, construction could have minor and temporary impacts to downstream aquatic resources if proper Best Management Practices (BMPs) are not installed to prevent erosion and sedimentation from the site. Mitigation Measure 4C is required in order to ensure that BMPs are properly installed. The project will also be required to obtain a Storm Water Pollution Prevention Plan (SWPPP) with the Central Valley Regional Water Quality Control Board, and this has been included as Mitigation Measure 4D. In order to ensure the timely implementation of these and other mitigation measures pertaining to biological resources, Mitigation Measure 4E, requiring that copies of the mitigation measures be provided to contractors, is also provided. With implementation of standard erosion control practices as shown in Mitigation Measure 4C and 4D, as well as Mitigation Measure 4E to ensure that contractors are aware of biological mitigation, 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; and watercourses, wetlands, and riparian areas and steep slopes. The project site does not contain water resources, steep slopes that would be disturbed (above 30 percent in grade), or any special-status species. The property 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. However, the project would remove a total of 44 trees over 8 inches diameter at breast (dbh) to accommodate project construction. The project will likely be required by CAL FIRE to obtain a Timber Conversion Permit and possibly a Timber Harvesting Plan, as shown and required in Mitigation Measure 2A, which would help to reduce impacts associated with the environmental impacts of tree removal. With the proposed measures, conflicts with local policies and ordinances are expected to be ***less than significant with mitigation.***

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: See Mitigation Measure 2A. 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 Measure 4A: Nesting raptors and migratory birds. The following note shall be added to all improvement/grading/construction plans:

Impacts to nesting raptors, including special-status avian or bat species, and migratory birds can be avoided by removing vegetation before the start of the nesting season, or delaying removal until after the end of the nesting season.

a) If construction is to take place during the nesting season (March 1 - August 31), including any ground disturbance, preconstruction surveys for nesting raptors, migratory birds and special-status bats shall be conducted within 7 days prior to the beginning of construction activities by a California Department of Fish and Wildlife (CDFW) approved biologist and in accordance with California and Federal requirements.
b) Tree removal and construction shall not take place during the breeding season (March 1 –July 31), unless supported by a report from the qualified biologist verifying that birds, including raptors, are not nesting in the trees proposed for removal or disturbance.
c) If active nests are found, temporary nest disturbance buffers shall be established; a quarter-mile buffer for nesting raptors and, a 200-foot buffer if active migratory bird nests are found.
d) If project related activities within the temporary nest disturbance buffer are determined to be necessary during the nesting season, then an onsite biologist/monitor experienced with raptor behavior, shall be retained by the project proponent to monitor the nests, and shall, along with the project proponent, consult with the CFWD to determine the best course of action necessary to avoid nest abandonment or take of individuals. Work may be allowed to proceed within the temporary nest disturbance buffer if raptors are not exhibiting agitated behavior such as defensive flights at intruders, getting up from a brooding position, or flying off the nest. The designated biologist/monitor shall be onsite daily while construction related activities are taking place and shall have the authority to stop work if raptors are exhibiting agitated behavior. In consultation with the CDFW and depending on the behavior of the raptors, over time the biologist/monitor may determine that monitoring is no longer necessary, due to the raptors' acclimation to the activities.
e) Any trees containing nests that must be removed as a result of development shall be removed during the non-breeding season. However, the project proponent shall be responsible for off-setting the loss of any nesting trees. The project proponent and biologist/monitor shall consult with CDFW and the extent of any necessary compensatory mitigation shall be determined by CDFW. Previous recommended mitigation for the loss of nesting trees has been at a ratio of three trees for each nest tree removed during the non-nesting season.

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*

Mitigation Measure 4B: Fence design and installation to minimize harm to deer movement. Project fencing shall be designed and constructed in coordination with a County-approved biologist to minimize impacts to deer and deer movement through the site.
Timing: *Prior to issuance of grading/improvement/building permits.*
Reporting: *Approval of future grading/improvement permit*
Responsible Agency: *Planning Department and Building Department*

Mitigation Measure 4C: Implement Best Management Practices (BMPs) During Construction. To protect water quality and aquatic life in downstream aquatic resources, the

contractor shall implement the following BMPs during construction, which shall also be shown as a note on all improvement and grading plans:

a) Disruption of soils and native vegetation shall be minimized to limit potential erosion and sedimentation; disturbed areas shall be graded to minimize surface erosion and siltation; bare soils shall be immediately stabilized and revegetated. Seeded areas shall be covered with broadcast straw or mulch.
b) If straw is used for erosion control, only certified weed-free straw shall be used to minimize the risk of introducing noxious weeds such as yellow star thistle.
c) The contractor shall exercise every reasonable precaution to prevent contamination of the project area with spilled fuels, oils, bitumen, calcium chloride, and other harmful materials. Contamination of the project area soils from construction byproducts and pollutants such as oil, cement, and wash water shall be minimized. Drip pans or absorbent pads should be used during vehicle and equipment maintenance work that involves fluids. All construction debris and associated materials and litter shall be removed from the work site immediately upon completion.
d) To minimize erosion, development runoff shall not be discharged directly across steep slopes. Runoff shall instead be directed through energy dissipaters constructed at discharge points to reduce flow velocity and prevent erosion.

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*

Mitigation Measure 4D: Obtain a Storm Water Pollution Prevention Plan (SWPPP) from the Central Valley Regional Water Quality Control Board. Given that the project would disturb over one acre, the project applicant shall obtain a SWPPP from the Central Valley Regional Water Quality Control Board and provide it to the Building Department prior to the onset of any construction activities and prior to issuance of grading and improvement permits.
Timing: *Prior to issuance of grading/improvement/building permits and throughout construction.*
Reporting: *Approval of future grading/improvement permit*
Responsible Agency: *Planning Department, Building Department, and CVWQCB*

Mitigation Measure 4E: Provide Copies of Permit Conditions/Mitigation Measures to Contractors. To ensure the proper and timely implementation of all mitigation measures contained in this report, as well as the terms and conditions of any other required permits, the applicant shall distribute copies of these mitigation measures and any other permit requirements to the contractors prior to grading and construction.
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*

5. CULTURAL RESOURCES

Existing Setting:
The project site is located approximately six miles south of Grass Valley, on a gradual slope to the south, with elevations ranging from 2,120 feet at the north end of the property to 2,020 feet at the south end. Rattlesnake Creek, a tributary of Wolf Creek, is approximately 750 feet east and 1,250 feet south of the project area. The approximate southern two-thirds of the site has been excavated and graded into two level terraces. The lower terrace, about one acre in size, is occupied by the automobile repair business with a

paved parking and storage area in the southeast corner. The middle terrace, also approximately one acre in size, was previously disturbed and likely graded, while the upper area at the north end of the site is less disturbed but contains fruit trees and ornamental trees and plants.

According to the archaeologist Hank Meals, who prepared the Cultural Resources Survey for a previous project on the site, the project area is located within territory occupied by the Nisenan or "Southern Maidu" at the time of initial contact with European Americans. The Nisenan maintained permanent settlements along major rivers and creeks in the foothills and Sacramento Valley, traveling seasonally to higher elevations to hunt and gather. In the fall when the acorns were ripe, the village would assemble at lower elevations to winter in communal roundhouses. These villages were generally located on level ground and often on knolls, ridgetops, or crests, under 3,000 feet elevation, with a southwestern exposure. Some of these villages have been mapped within ten miles of the project site.

In addition to Native American presence in the vicinity, there is historic documentation that the project site was located in Forest Springs Village or Forest Spring, a small mining-based community centered around the Norambagua mine, which included a small school of 37 students.

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,J,19
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		✓			A,J,19
c. Disturb any human remains, including those interred outside of formal cemeteries?		✓			A,J,19

Impact Discussion:

5a-c. Project archaeologist Hank Meals surveyed the project on May 3, 2007 using east/west pedestrian transects at 5-meter intervals and conducted a records search with the North Central Information Center. Cultural resources were not found in the records search or in the pedestrian survey. However, given that the project will result in ground disturbance of areas only investigated at the surface, there is a potential for unanticipated discovery of cultural resources, including historic, prehistoric, tribal, and paleontological resources, during project construction. Mitigation Measure 5A 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, Cultural Resources or Paleontological 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 subject property, including the existing automotive repair shop, currently has electrical service from PG&E, which would also provide for future development of the proposed self-storage facility.

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,D

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. Electricity is currently available to the property, and there are existing public utility easements along Johnson Place. Operationally, energy needs for the project are low, with the only need being for the gate and security monitoring, lighting, and irrigation. Lighting is proposed as energy-efficient LED lighting. The auto repair shop has been using energy for nearly 20 years and is included in the existing conditions rather than the potential impacts of the project. Improvements would be required to meet energy standards in place at the time of their construction. Similarly, grading required for roadway improvements is relatively minor, and equipment will be required to meet current standards. The requirements to meet energy standards for both construction equipment and materials will ensure that the use of energy resources would not be excessive, and the project would have a ***less than significant impact.***

6b. The proposed self-storage facility, existing auto repair shop, and proposed rezone would not conflict with any state or local plans for renewable energy or energy efficiency. Permits would be required in order to construct the proposed improvements. As part of the building permit review, all equipment and structures would be required to meet energy standards identified in the California Building Code. Likewise, the project would not obstruct or prevent plans for renewable energy or

efficiency. Therefore, the project would have ***no impact*** to state or local plans for renewable energy or energy efficiency.

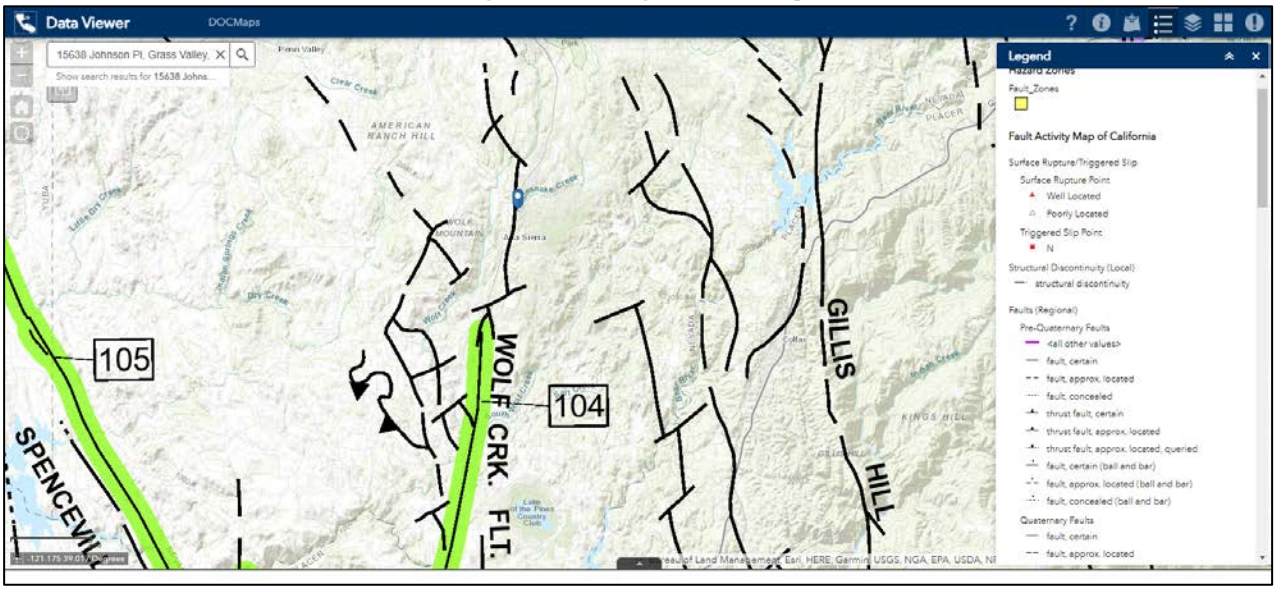
Mitigation: None required.

7. GEOLOGY / SOILS

Existing Setting:
The 4.7-acre subject property is located approximately 750 feet west and 1,250 north of Rattlesnake Creek in the unincorporated community of Alta Sierra. The elevation of the property ranges from approximately 2,120 at the northern end to 2,020 feet at the southern end, with some terraced areas as well as gentle to moderate slopes throughout. As shown in Figure 15, the property is underlain by Sites Very Stony Loam (SmC), 2 to 15 percent slopes (approximately 64.3 percent); Sites Silt Loam (SlB), 2 to 9 percent slopes (26.7 percent), and Secca-Rock Outcrop Complex, 2 to 50 percent slopes (8.9 percent). The Sites soil series consists of well-drained soils underlain by metasedimentary and metabasic rock. A representative soil surface profile consists of about 12 inches of heavy loam, with 56 inches of clay loam and red and light clay underlying the top portion. Permeability is moderately slow in the subsoil, and runoff is medium to rapid depending on slope. The Secca-Rock Outcrop Complex consists of moderately well-drained soils. A representative profile consists of about 15 inches of gravelly silt loam, underlain by about 30 inches of cobbly silty clay loam and clay. Runoff is medium to rapid, depending on slope, and the erosion hazard is slight to high.

The Alquist-Priolo Earthquake Fault Zoning Act was adopted in 1972 to prevent the construction of buildings in areas where active faults have surface expression. Ground or fault rupture is generally defined as the displacement that occurs along the surface of a fault during an earthquake. The project site is located within a quaternary fault (younger than two million years old) near the Wolf Creek Fault Zone, but is not within a designated Fault Hazard Zone (California Department of Conservation), as shown in Figure 16 below. The project site is located within Seismic Zone I, the Low Intensity Zone of the Modified Mercalli scale, which has a low risk for strong ground motion (Nevada County, 1991).

Figure 16 – Geologic Hazards Map



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. ii. Strong seismic ground shaking? iii. Seismic-related ground failure including liquefaction? iv. Landslides?		✓			A,L,12,16, 30
b. Result in substantial soil erosion or the loss of topsoil?		✓			A,D, 27,28,29
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,D,12,27,28,29
d. Be located on expansive soil creating substantial direct or indirect risks to life or property?		✓			A,D,27,28,29
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,C,11
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✓			A,L

Impact Discussion:

7a-d. The proposed project is not anticipated to result in adverse effects due to unstable soils or cause significant erosion given that some of the site is already within a pre-graded terrace and that standard erosion control measures will be implemented in the project (see Mitigation Measure 4C). Although the site is located within a quaternary fault, it is not within an Alquist-Priolo Earthquake Fault Zone and is located within Seismic Zone I, the Low Intensity Zone of the Modified Mercalli scale, meaning the site has a low risk for strong ground motion and thus the project is not anticipated to result in earthquake-related impacts. Additionally, neither the Sites nor Secca Soils Series are described by the USDA Soil Conservation Service as being unstable or expansive. Building permits will be required for all earthwork, which would require compliance with the Nevada County grading standards outlined in Land Use and Development Code Section V, Article 13. Building permits would also require compliance with the California Building Code (CBC) and the Nevada County Land Use and Development Code requirements to ensure protection during seismic events. Therefore, due to the project soils, standard permit requirements and Mitigation Measure 4C,

impacts associated with unstable earth conditions are expected to be ***less than significant with mitigation***.

7b. The project would develop the subject property with self-storage facilities and any road improvements that will be required. Project construction is not anticipated to result in substantial soils erosion, or in grading on steep slopes, as all work would be required to be in compliance with Nevada County grading standards and the California Building Code, requiring erosion control measures as needed to ensure that activities do not result in substantial erosion. Additionally, Mitigation Measure 4C would minimize any impacts related to erosion. There are also no steep slopes on the site. Therefore, impacts relative to soil erosion, or to disturbance within steep slopes resulting from the proposed project are anticipated to be ***less than significant with mitigation***.

7e. The property has soils capable of adequately supporting septic systems. The existing auto repair shop utilizes a permitted septic system, and a new repair area has been identified for that system under permit with the Nevada County Environmental Health Department. Based on use of existing systems along with recent soils testing confirmation, the project would have ***no impact*** relative to a lack of soils for sewage disposal.

7f. There are no known paleontological resources or unique geological features in or around the project parcel. However, because there would be ground disturbance with, Mitigation Measure 5A would require work to halt in the event that there is an unanticipated discovery of paleontological resources. Direct or indirect damage to paleontological resources is anticipated to be ***less than significant with mitigation*** with implementation of Mitigation Measure 5A**.**

Mitigation: See Mitigation Measures 4C and 5A.

8. GREENHOUSE GAS EMISSIONS

Existing Setting:
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. 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). CO_2 emissions are largely from fossil fuel combustion. In California, approximately 43 percent of the CO_2 emissions come from cars and trucks. Electricity generation is another important source of CO_2 emissions. 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 time-periods and have greater effects at lower concentrations compared to CO_2. The adverse impacts of global warming include impacts to air quality, water supply, ecosystem balance, sea level rise (flooding), fire hazards, and an increase in health-related problems.

Assembly Bill 32 (AB 32), the California Global Warming Solutions Act, was adopted in September 2006 and requires that statewide GHG emissions be reduced to 1990 levels by the year 2020. This reduction will be accomplished through regulations to reduce emissions from stationary sources and from vehicles. The California Air Resources Board (ARB) is the State agency responsible for developing rules and regulations to cap and reduce GHG emissions. 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.

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,G
b. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?		✓			A,G,20

Impact Discussion:

8a-b. Carbon dioxide (CO_2) is the main component of greenhouse gases, and vehicles are a primary generator of CO_2. The project is not expected in generate greenhouse gases that would result in significant environmental impacts or that would be in conflict with plans for greenhouse gas reductions. The proposed project is located in a rural community area surrounded by commercial and residential properties and is anticipated to serve the local community of Alta Sierra. The overall GHG impact is not anticipated to be substantially adverse due to several factors, including the fact that the proposed self-storage facility will apply standard building permit requirements, ensuring any new structures meet energy efficiency standards; the structures will not be heated and cooled; traffic to self-storage facilities is one of the lowest traffic-generating uses of any commercial or industrial use; and the project would adhere to Mitigation Measure 3B, which requires 50 percent of equipment to utilize Tier 1 engines or clear, and equipment idle times to be less than 5 minutes. With implementation of Mitigation Measure 3B and other requirements for building, the project would result in GHG emission impacts that are ***less than significant with mitigation***.

Mitigation: See Mitigation Measure 3B.

9. HAZARDS/HAZARDOUS MATERIALS

Existing Setting:

The subject parcel is not within or adjacent to any hazardous materials sites compiled pursuant to Government Code Section 65962.5 (California Department of Toxic Substances Control, 2022). The project area is in a high fire hazard severity zone as designated by CAL FIRE. Residences on Johnson Place are the closest sensitive receptors, located 45 feet from the eastern boundary line. The next closest sensitive receptor is Alta Sierra Elementary School, over two miles from the site. The project is located approximately two miles from Alta Sierra Airport.

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?			✓		C
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?			✓		C

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,L
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?				✓	C,26
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,L
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓	H,M
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			✓		H,M

Impact Discussion:

9a-b. The project is a self-storage facility for typical household goods and does not include routine transport, use or disposal of hazardous materials. The State and federal government regulate the uses of hazardous materials, and patrons of the facility would be required to comply with usage parameters mandated by these laws. Small quantities of hazardous materials could be stored, used, and handled during construction. The hazardous materials anticipated for use are small volumes of petroleum hydrocarbons and their derivatives (e.g., gasoline, oils, lubricants, and solvents) required to operate the construction equipment. These relatively small quantities would be below reporting requirements for hazardous materials business plans and would not pose substantial public health and safety hazards through release of emissions or risk of upset. Safety risks to construction workers for the proposed project would be reduced by compliance with Occupational Safety and Health Administration standards. Therefore, 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. Alta Sierra Elementary School is the closest school to the project site and is over two miles from the project. Additionally, as noted above, hazardous materials associated with the project are those used in small quantities during construction. Due to the type and amount of materials associated with this project, in conjunction with the distance to the nearest school, ***no impact*** relative to transport, use, or emissions of hazardous materials within proximity of a school is anticipated.

9d. The subject property is not on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5; therefore, there would be ***no impact.***

9e. The project site is not located within an airport land use plan and is approximately two miles from the nearest airport, Alta Sierra Airport, located southeast of the project site. Alta Sierra Airport is a private airstrip restricted to use by the Alta Sierra Airport Owners Association. The proposed project is not anticipated to interfere with air traffic patterns or aircraft safety; therefore, safety hazard impacts on people residing or working in the project area are anticipated to have ***no impact***.

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. As a condition of project approval in conformance with California Public Resources Code 4291, the applicant would be required to provide defensible space around all structures, which requires up to 100 feet of fuels treatment or to the property line, whichever is closer. The project would also remove much of the fuel from the project site and replace it with asphalt parking area and metal structures with metal roofing, significantly reducing the risk of fire to the structures. The proposed project would also improve access to the area with required road improvements. The proposed project would not expose people or structures to wildland fires and there would be a ***less than significant impact*** related to wildland fires from the project.

Mitigation: None required.

10. HYDROLOGY / WATER QUALITY

Existing Setting:
The project is in the Rattlesnake Creek basin of the Bear River watershed. The property is not within or near a floodplain, and the site does not contain any Waters of the U.S. or wetlands. Drainage on the property flows in a southerly direction, and Rattlesnake Creek is located approximately 750 feet to the east and 1,200 feet south of the site.

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,C,I
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				✓	A,C
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,D,9,19
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				✓	L,9,13

e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				✓	A,D

Impact Discussion:

10a,c. 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. While the project would result in grading on the site as well as road improvements to Johnson Place, the project would be required to obtain a Construction Storm Water Pollution Prevention Plan (SWPPP) with the Central Valley Regional Water Quality Control Board, and standard erosion control measures will be required under Mitigation Measure 4C, to ensure that this work does not result in offsite erosion or deposition of sediment into water features. Additionally, the project is required to detain all stormwater runoff to pre-construction levels under State and County regulations and has provided an onsite underground stormwater detention area to comply with these requirements.

With these protective measures, including Mitigation Measure 4C, the project would not alter off-site drainage patterns, degrade water quality, or violate water quality standards. Based on the above discussion, project-related impacts to water quality standards or waste discharge requirements, including contributing amounts that could exceed drainage system capacity or alter existing drainage patterns would be ***less than significant with mitigation***.

10b. The proposed self-storage facilities and rezone would not result in a substantial decrease in groundwater supplies, interfere with groundwater recharge or conflict with water quality/groundwater management plans. The self-storage project would connect to NID water in Johnson Place for fire sprinkler purposes, while the existing groundwater well would continue to be used for the auto repair shop, and would also be used for self-storage site irrigation. The new irrigation would help establish drought-tolerant, low water-use plants. NID has adequate capacity for the consumptive needs of the new uses. The proposed self-storage project is anticipated to have ***no impact*** on the existing well on this or adjacent properties.

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 self-storage facilities and rezone on flood zones or water quality control plans.

Mitigation: See Mitigation Measure 4C.

11. LAND USE / PLANNING

Existing Setting:

The 4.7-acre subject property is located within the Alta Sierra Rural Center approximately 500 feet north of the Alta Sierra Drive and SR 49 intersection in Alta Sierra. The property has approximately 855 feet of frontage on SR 49 and 800 feet of frontage on the privately maintained Johnson Place to the east. The property is south facing, with property elevations range from approximately 2,120 feet above MSL at the north end to 2,020 feet above MSL at the south end. Approximately 1.2 acres at the property's southern end is developed with an automotive repair shop and associated parking lot and storage structures. The auto shop takes access from Johnson Place. Surrounding land uses are residential to the east and commercial

uses to the north and south. To the north is Forever Flowering Greenhouses, and retail and office uses are located to the south. Residential uses to the east are currently legal non-conforming uses due to their C1 (Neighborhood Commercial) zoning. The site is bounded on the west by SR 49, which, with a 100-foot right of way and three lanes of traffic, provides a formidable boundary to the undeveloped RA-3 (Residential Agricultural with 3-acre minimum densities) to the east.

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,L,17,18
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,18,19

Impact Discussion:

11a. The proposed self-storage facility and rezone would not physically divide an established community. The subject property is located in a larger commercial center for the Alta Sierra community within the designated Alta Sierra Rural Center and is consistent with other commercial uses in this area. ***No impact*** to established communities is anticipated from the rezone or development of the site.

11b. The self-storage project includes a proposed rezone from CH (Highway Commercial) to C1 (Neighborhood Commercial). Currently, all surrounding zoning in the immediate project vicinity to the north, east, and south of the subject property is zoned C1 (Neighborhood Commercial) within the Alta Sierra Rural Center. The subject parcel was also originally zoned C1. In 1996 the previous owner of the subject parcel requested and was granted a zoning map amendment to change the zoning district from C1 to CH in order to support a proposed home, garden, and construction equipment rental business, which no longer exists. Land Use and Development Code Sec. L-II 2.4 defines the purpose of the CH district as "to provide highway-related and tourist services along State highways [. . .] with convenient, controlled access to Interstate, freeway, or primary arterial routes. Such facilities should be designed and located to provide a broad range of services to the traveler and not to impede traffic." The subject parcel does not have direct access to SR 49. In addition, Johnson Place does not have an access easement in place to serve more traffic-intense uses such as highway-and tourist-related uses, with only an existing 30-foot-wide easement. CH-zoned uses are also generally more intense uses than are found in the C1 district. As such, the proposed rezone to C1 is more compatible with the surrounding.

The project proposes to install highway-facing signage, including a 120-sf wall sign on Building 17, a 50-sf multi-tenant monument sign, and a 70-sf pole sign that is 25 feet tall, all in the southwest area of the site. The new siting of multiple signs as proposed in the Comprehensive Sign Plan may result in cluttering of signage along SR-49, however all signs will be in compliance with the Nevada County Land Use and Development Code and the Western County Design Guidelines regarding sign designand lighting as described by the project specific conditions of approval. Further, the 25-foot-tall pole sign may not be in compliance with the Nevada County Land Use and Development Code regarding sign height, however the project specific conditions of approval include requirements to reduce the overall sign height to no more than 10-feet tall.

Since approximately 1998, a portion of the parcel has been used as an auto repair facility, which is consistent with both the CH and C1 districts. The existing auto shop use would therefore be compatible with the proposed zoning district of C1. 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 rezone. Due to the reasons listed above, including that the proposed rezone of the property to C1 is more compatible with the surrounding zoning than the existing zoning, 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 project area is not mapped within a Mineral Resource Zone (MRZ), or area of known valuable mineral 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,1
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,1

Impact Discussion:
12a-b. The proposed project is not mapped within a known mineral resource area or MRZ and would not result in the loss of known mineral resources on the project site. Therefore, the project would have ***no impact*** on mineral resources.

Mitigation: None required.

13. NOISE

Existing Setting:
The 4.7-acre subject property is located within the Alta Sierra Rural Center and approximately 500 feet north of the Alta Sierra Drive and SR 49 intersection in Alta Sierra. The property has approximately 855 feet of frontage on SR 49 and 800 feet of frontage on the privately maintained Johnson Place to the east. The property is south facing, with property elevations range from approximately 2,120 feet above mean sea level at the north end to 2,020 feet above mean sea level at the south end. Approximately 1.2 acres at the property's southern end is developed with an automotive repair shop and associated parking lot and storage structures. Surrounding land uses are residential to the east and commercial uses to the north and south. Forever Flowering Greenhouses occupies the property immediately adjacent to the north, and several shopping centers are situated to the south. Residential uses are located to the east.

The existing ambient noise setting is dominated by traffic noise from SR 49 to the west. Traffic and other noise from surrounding commercial uses, including noise from the existing on-site auto shop, is part of the ambient setting.

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,17,18
b. Generation of excessive ground borne vibration or ground borne noise levels?		✓			A,18
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,L

Impact Discussion:

13a,b. With the proposed zoning, the self-storage facility would include construction and uses consistent with those allowed within the C1 zoning district, which the project site is surrounded by to the north, south, and east. Self-storage facilities are low noise-generating uses, limited to occasional vehicle traffic. The existing ambient noise in the project vicinity is dominated by SR 49 traffic. Although surrounding zoning to the north, south, and east is C1, land immediately adjacent to the east is occupied by legal non-conforming residential uses, which could be sensitive to intermittent and temporary noise generated during construction. Construction noises and construction related vibration are not an ongoing land use, and as they are short term in nature, they are exempt from the County noise standards. While the County's Zoning Code does not apply its noise standards to temporary construction, there could be a temporary exposure of nearby uses to noise in excess of County thresholds. Therefore, Mitigation Measure 13A is recommended to limit construction work to the hours of 7AM to 7PM Monday through Saturday, resulting in impacts that are ***less than significant with mitigation***.

13c. The project site is not located within an airport land use plan and is approximately two miles from the nearest airport, Alta Sierra Airport, which is a private airstrip restricting use to airport owners. Additionally, the proposed project would not have any inhabitants or regular users that would be sensitive to airport noise. Given the restricted use of and distance to the Alta Sierra Airport, as well as the nature of the project which does not include sensitive receptors, there would ***no impacts*** related to airport noise.

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 construction work hours to 7:00 AM to 7:00PM: During grading and construction, work hours shall be limited from 7AM to 7PM, Monday through Saturday. Prior to issuance of grading, improvement, and building permits, plans shall reflect hours of 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

Existing Setting:
The project site is zoned as CH (Highway Commercial) and is surrounded by C1 (Neighborhood Commercial) zoning. Commercial districts are intended to provide areas for commercial uses and are not intended to provide for housing. The closest residences are located along the westerly boundary of the property approximately 45 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,17,18
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				✓	A,17,18

Impact Discussion:
14a-b. The proposed self-storage facility and rezone to would not result in an inducement of unplanned population growth or displace existing people or housing. While improvements would be made to Johnson Place to bring it up to standard, the increase in road capacity would not induce growth because no parcels are zoned for future residential use on this roadway. Therefore, 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: The Nevada County Consolidated Fire District provides fire protection services to this area.
Police: The Nevada County Sheriff provides law enforcement services.
Schools: Nevada Joint Union School District provides education for the area.
Parks: The project is within the Bear River Recreation district.
Water & Sewer: Water is currently provided by private well but will also be provided by the Nevada Irrigation District with the proposed project. Sewage disposal is by individual septic systems.

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?			✓		H, M
2. Police protection?			✓		A
3. Schools?			✓		A,L,P
4. Parks?			✓		A,L
5. Other public services or facilities?			✓		A,B,L

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 contributing to the local population. Structures will be made with metal and other non-flammable materials, and all defensible space requirements will be met. School, 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 property is intended for commercial use and will be served by treated NID water. NID has provided a will-serve letter and has adequate capacity for the consumptive needs of the project, which is exclusive to fire suppression purposes and the existing auto shop. Electrical service will be provided by PG&E. Deed Document 98-019030 provides a non-exclusive easement for access and utility purposes to the property. The project would not impact sewer services because the project does not require these services. The existing auto shop on the property has a functioning septic system, and a repair area has been designed under a new Environmental Health permit. For all of the reasons listed above, there would be a ***less than significant impact*** as a result of the project approval of this self-storage facility and rezone.

Mitigation Measures: None required.

16. RECREATION

Existing Setting:

The subject property is located within the Bear River Recreation district, which maintains a synthetic turf field at the Magnolia Sports Complex approximately 6.5 miles south of the project. No recreational facilities occur on the subject property. The Nevada County General Plan recommends the level of service for recreation needs as three acres per each 1,000 persons, countywide.

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 self-storage facility is not anticipated to result in negative impacts to recreational facilities, trigger the need for new facilities, or conflict with established facilities. With no increase in population resulting from the proposed project, it would not result in negative impacts to existing recreational facilities, nor trigger the need for new 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 ***less than significant impact*** related to recreational facilities.

Mitigation: None required.

17. TRANSPORTATION

Existing Setting:

The subject property is located approximately 500 feet north of the Alta Sierra Drive and SR 49 intersection in the Alta Sierra Rural Center, an unincorporated area of Nevada County. The property takes access from Johnson Place, a private road with a 30-foot access easement through a shopping center parking lot, via Alta Sierra Drive, a County-maintained road.

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

Impact Discussion:

17a. The project would not conflict with transit, roadway, bicycle or pedestrian facilities policies or plans, with the exception of the easement width on Johnson Place, discussed further below. Route 5 of Nevada County Connects stops at Alta Sierra Drive at Johnson Place on a daily basis. An additional Alta Sierra route runs on Saturdays only with a stop at Alta Sierra and Little Valley Road. The project would provide the required number of bicycle racks and carpool and vanpool space per the California Building Code. The project is not expected to contribute any substantial impacts to transit service needs for the route given the nature of the proposed self-storage facility, which generally requires the use of a vehicle to transport goods to and from the site.

The property takes access from Johnson Place, a private road. The applicant has a 30-foot access and utility easement on Johnson Place and proposes to offer an additional 10 feet to the County on the Johnson Place frontage with the subject property, for a total of 40 feet of easement along the property frontage. The project does not include a 40-foot access easement on the remainder of Johnson Place to the south where it meets with Alta Sierra Drive. This portion of Johnson Place traverses a parking lot, where there is not a clear delineation between the parking lot surfacing and Johnson Place. This ambiguity allows for the full width and use of the road through the lot. The project will be conditioned to meet the County's Local Class 1 standards, which require an asphalt-concrete surface 20 feet in width, plus shoulders.

However, the applicant is requesting a Petition for Exception to Road Standards as part of the project to reduce the required easement width from 50 feet to 30 to 40 feet along Johnson Place. The outside 10 feet of the required easement width is reserved for fuel modification area in the Local Class 1 road standards. The applicant has recorded a 10-foot fuel modification easement with the neighboring property to the east of the subject property to provide for the fuel modification area. On the west side Johnson Place along the project frontage, the applicant would provide the additional 10 feet of right of dedication. In combination, this additional easement width and right of way dedication would provide the same practical effect as a 50-foot easement width. The project conditions of approval would require the right of way dedication, reducing any impacts associated with policy consistency.

According to the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th ed. (2017), the proposed self-storage uses would be categorized under Land Use Category 151, "Mini-Warehouse (Storage Units)." This use type generates 1.95 trips per 1,000 square feet (sf) of gross floor area (gfa). With 35,300 sf of gfa, the project would result in 69 additional Average Daily Trips (ADT). The project's ADT impacts would be mitigated with traffic impact fees that would be applied to the project as a condition of approval from the Public Works Department. Alta Sierra Drive currently has a daily traffic count of 5,396 just east of SR 49, which in combination with the project ADT, would be at 5,465. Given that Alta Sierra Drive is a Major Collector, this ADT is defined as Level of Service A since it is under 6,600 daily trips (Nevada County General Plan, Volume 2, Chapter 2: Circulation). The project PM peak hour rate is 0.17 trips per 1,000 gfa, resulting in a PM peak hour trip rate of 6 vehicles. Alta Sierra Drive is projected to function at LOS C in the peak hour in 2035, with 460 trips just east of SR 49. The addition of 6 vehicle trips to the 460 anticipated would not result in a reduction in LOS. LOS C is considered an acceptable LOS in Rural Regions under General Plan Policy LU-4.1.1. Therefore, the project would not have any substantial adverse impacts to daily or peak hour traffic.

The potential increase in traffic resulting from the proposed self-storage project would be insignificant in nature and there would therefore be ***less than significant*** impacts relative to conflicts with traffic and non-motorized transportation.

17b,c,e. The project would not result in an increase in hazards due to incompatible uses, or due to a geometric design feature either during construction or during future occupation of the properties. The existing automotive repair shop and the proposed self-storage facilities would take access via Johnson Place to Alta Sierra Drive. Although there is no existing right or left turn lane into Johnson Place, the project would not contribute substantially to traffic that would result in the need for turn lanes, and the Public Works Department has not conditioned the project to provide turn lanes. Additionally, the speed limit at Johnson Place and Alta Sierra Drive is 25 miles, which is below the speed limit at

which AASHTO provides guidance for turn lane warrants. Project impacts due to geometric design are therefore ***less than significant***.

17d. The proposed project would improve emergency access by widening and improving Johnson Place to the project driveway. The project plans also include adequate turning radii and access widths for emergency vehicles. The project also meets the dead-end road standard of 800 feet. Therefore, the project would have ***no impact*** relative to resulting in inadequate emergency access.

Mitigation: None required.

18. TRIBAL CULTURAL RESOURCES

Existing Setting:
According to the archaeologist Hank Meals, who prepared the Cultural Resources Survey for a previous project on the site, the project area is located within territory occupied by the Nisenan or "Southern Maidu" at the time of initial contact with European Americans. The Nisenan maintained permanent settlements along major rivers and creeks in the foothills and Sacramento Valley, traveling seasonally to higher elevations to hunt and gather. In the fall when the acorns were ripe, the village would assemble at lower elevations to winter in communal roundhouses. These villages were generally located on level ground and often on knolls, ridgetops, or crests, under 3,000 feet elevation, with a southwestern exposure. Some of these villages have been mapped within ten miles of the project site.

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, and the Nevada City Rancheria California Native American have contacted the County to request consultation on projects falling within their delineated ancestral lands. The subject parcels are within UAIC lands.

The United Auburn Indian Community (UAIC) is a federally recognized Tribe comprised of both Miwok and Maidu (Nisenan) Tribal members and are traditionally and culturally affiliated with the project area. The Tribe possess the expertise concerning Tribal cultural resources in their area of geographic and cultural affiliation and are contemporary stewards of their culture and the landscapes. The Tribal community represents a continuity and endurance of their ancestors by maintaining their connection to their history and culture. It is the Tribe's goal to ensure the preservation and continuance of their cultural heritage for current and future generations.

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.		✓			J,19

Impact Discussion:

18a. The proposed self-storage project is anticipated to result in less than significant impacts to tribal cultural resources. The project parcel was determined to fall within the areas identified by the United Auburn Indian Community (UAIC), Tsi Akim Maidu, Nevada City Rancheria Nisenan Tribe, and Shingle Springs Band of Miwok Indians as ancestral lands. An initial distribution of the project application and the May 7, 2007, Cultural Resources Survey by Hank Meals, with records search results from the North Central Information Center, were sent to all organizations and the Native American Heritage Commission on November 1, 2021.

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 THRIS resources shown in this region also include previously recorded indigenous resources identified through the California Historic Resources Information System Center (CHRIS) as well as historic resources and survey data.

As discussed in Section 5, Hank Meals prepared a Cultural Resources Survey dated May 7, 2007, which included a records search from the North Central Information Center and a pedestrian survey of the site. No cultural resources were found in the survey and records search. However, as discussed in Section 5, there is still the potential for onsite grading could uncover cultural resources of importance to the California Native American Tribes identified above. Due to the chance that onsite grading 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 Tribal Cultural Resources (TCRs) are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. A Tribal Representative from a California Native American tribe that is traditionally and culturally affiliated with a geographic area shall be immediately notified and shall determine if the find is a TCR (PRC §21074). The Tribal Representative will make recommendations for further evaluation and treatment as necessary.

When avoidance is infeasible, preservation in place is the preferred option for mitigation of TCRs under CEQA and UAIC protocols, and every effort shall be made to preserve the resources in place, including through project redesign, if feasible. Culturally appropriate treatment may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, or returning objects to a location within the project area where they will not be subject to future impacts. Permanent curation of TCRs will not take place unless approved in writing by UAIC or by the California Native American Tribe that is traditionally and culturally affiliated with the project area.

The contractor shall implement any measures deemed by the CEQA lead agency to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including, but not limited to, facilitating the appropriate tribal treatment of the find, as necessary. Treatment that preserves or restores the cultural character and integrity of a TCR may include Tribal Monitoring, culturally appropriate recovery of cultural objects, and reburial of cultural objects or cultural soil. Work at the discovery location cannot resume until all necessary investigation and evaluation of the discovery under the requirements of the CEQA, including AB52, have been satisfied.

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 of the Auburn Rancheria*

19. UTILITIES / SERVICE SYSTEMS

Existing Setting:
The subject parcel is currently developed with an automotive repair shop. Electricity is available to the property from PG&E. Currently, the auto shop uses a private well, but the project would connect to NID for fire suppression water supply for the proposed storage structures. Irrigation water for the storage facilities site would be provided by the existing well. Current auto shop site improvements rely on an existing septic system, and a repair area has been defined in the event of a failure. The self-storage facilities would not generate any wastewater.

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,D
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?			✓		C
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,C
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?		✓			B,C

Impact Discussion:

19a-c. The proposed project is anticipated to have no impact relative to extension of utilities to serve the project. Public water from NID will be brought to the site from Johnson Place to serve both the existing auto shop and fire suppression for the self-storage facilities. NID has provided a will-serve letter and has adequate capacity for the consumptive needs of the project. Currently the proposed parcel relies on electricity from PG&E and has an existing septic system for the auto repair shop, and a repair area has been designed under a permit from the Nevada County Environmental Health Department. The proposed self-storage facilities would not impact sewer services because the project does not require these services. Deed Document 98-019030 provides a non-exclusive easement for access and utility purposes to the property from Alta Sierra Drive. Therefore, the proposed self-storage facility, auto shop, and rezone are anticipated to have a ***less than significant*** 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. Nevada County Waste Management provides solid waste collection through a franchise for collection and disposal of waste and recyclables for both residential and non-residential uses. There are no known capacity issues with any Waste Management facilities.

Construction activities from site and road improvements could result in solid waste in the form of construction materials or vegetative debris. Any waste generated would be required to comply with federal, state and local statutes and regulations related to solid waste. Mitigation Measure 19A requires solid waste debris generated during construction activities including vegetation and industrial waste such as glues, paint and petroleum products to be appropriately disposed of to avoid potentially adverse landfill and solid waste disposal impacts. Therefore, impacts related to disposal of construction debris would be ***less than significant with mitigation***.

Mitigation: To offset potentially adverse impacts related to construction waste, the following mitigation measures shall be required and shall be included as notes on the improvement, grading, and building plans for the project:

> **Mitigation Measure 19A: Appropriately Dispose of Vegetative and Toxic Waste**. Neither stumps nor industrial toxic waste (petroleum and other chemical products) are accepted at the McCourtney Road transfer station and if encountered, shall be properly disposed of in compliance with existing regulations and facilities. Inert waste, such as rock or concrete should be retained "on-site" and incorporated into the development as much as possible. Such methods shall be noted on the grading and improvement plans.
> ***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 and Building Department*

20. WILDFIRE

Existing Setting:
The project parcel is in the Nevada County Consolidated District and is in a high fire severity zone. The project site takes access from Johnson Place, a private road, via Alta Sierra Drive, a County-maintained roadway. The nearest fire stations are the Nevada County Consolidated District Station 88 at SR 49 and La Barr Meadows Road (1.2 miles away), and Nevada County Consolidated District Station 89 on Tammy Way (2.5 miles away).

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,H,M,25
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,B,H,M, 18
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,H,M
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,H,M,12

Impact Discussion:

20a,c. The proposed self-storage and rezone project is not anticipated to conflict with emergency plans or result in negative environmental impacts due to project construction or operation. The Safety Element of the Nevada County General Plan addresses wildlife hazards in Nevada County and has several policies to improve fire safety. The Safety Element discusses the importance of ingress and egress, and Policy FP-10.7.2 requires that a condition of development is to maintain private roads, including roadside vegetation. Nevada County has also adopted a Local Hazard Mitigation Plan

(LHMP) that was updated in August 2017. Goal 4 of the LHMP is to reduce fire severity and intensity, with Objective 4.4 to promote the implementation of fuel management on private and public lands. The main access road to the site, Johnson Place, would be improved to Local Class 1 standards, and all internal circulation would be required to maintain typical parking lot standards with adequate turning radii and access widths for emergency vehicles. The project proponent has also been granted an additional 10-foot fuel modification easement from the property immediately east of the project site, which would also reduce fire risk. Therefore, project impacts relative to compliance with emergency plans, impacts relative to increased fire risk, and impacts to the environment through the minimal work along these existing routes would be ***less than significant***.

20b,d. The proposed self-storage project would not result in altered slopes that would increase wildfire risks or expose people or structures to significant risks such as landslides or flooding. Proposed structures are not on any areas of steep slopes. The siding and roofing materials on the storage structures would be comprised of metal, which would reduce risk. The project would meet the maximum impervious surface coverage requirements for C1 property, and all improvements would require building permits which would provide erosion control measures and ensure stormwater runoff and detention requirements are met. Therefore, the proposed project is anticipated to have a ***less than significant impact*** relative to the spread of wildfire and fire risks.

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,19
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. Project implementation during construction and operation could result in potentially adverse impacts to aesthetics, agricultural/forestry resources, air quality, biological resources, cultural resources, geology/soils, noise, tribal cultural resources, and utilities/service systems. Due to potential impacts

associated with light and glare from public vantage points, measures to shield lighting on existing and proposed outdoor light fixtures, as well as to minimize reflectivity from building materials, have been included. Due to potential impacts from loss of timber resources, the project will be required to obtain a Timberland Conversion Permit and/or Timber Harvesting Plan, as required by CAL FIRE. Because of the possible impacts to nesting birds, mitigation has been added to reduce potential impacts if construction occurs during nesting season. To protect water quality and aquatic life in downstream aquatic resources, mitigation has been added to provide appropriate BMPs during and after construction. Although cultural, tribal cultural, and paleontological resources are not known in the project area, mitigation has been added to halt work if resources are discovered. To minimize the disruption to surrounding residents and other sensitive noise receptors during the construction, mitigation has been included to limit construction to daytime hours on Monday through Saturday. Mitigation has also been added to reduce potentially adverse impacts related to construction waste. Each of the potential adverse impacts are mitigated to levels that are ***less than significant levels with mitigation,*** as outlined in each section.

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, agricultural/forestry resources, air quality, biological and cultural resources, geological resources, noise, tribal cultural resources, and utilities/services systems, see Mitigation Measures 1A-1B, 2A, 3A-3E, 4A-4E, 5A, 13A, 18A, and 19A.

APPENDIX A – REFERENCE SOURCES

A. Planning Department
B. Department of Public Works
C. Environmental Health Department
D. Building Department
E. Nevada Irrigation District
F. Natural Resource Conservation Service/Resource Conservation District
G. Northern Sierra Air Quality Management District
H. Nevada County Consolidated Fire Protection District
I. Regional Water Quality Control Board *(Central Valley* Region)
J. North Central Information Service, Anthropology Department, CSU Sacramento
K. California Department of Fish & Wildlife
L. Nevada County Geographic Information Systems
M. California Department of Forestry and Fire Protection (CAL FIRE)
N. Nevada County Transportation Commission
O. Nevada County Agricultural Advisor Commission
P. Alta Sierra Elementary School District/ Nevada Joint Union School District
Q. Nevada County Connects

1. State Division of Mines and Geology. *Mineral Classification Map*, 1990.
2. State Department of Fish and Game. *Migratory Deer Ranges*, 1988.
3. State Department of Fish and Game. *Natural Diversity Data Base Maps*, as updated.
4. Cal Fire. *Fire Hazard Severity Zone Map for Nevada County*, 2007. Adopted by CalFire on November 7, 2007. Available at: http://www.fire.ca.gov/wildland_zones_maps.php.
5. State Division of Mines and Geology. *Geologic Map of the Chico, California Quadrangle*, 1992.
6. State Division of Mines and Geology. *Fault Map of California*, 1990.
7. California Department of Conservation, Division of Land Resource Protection. 2016. Accessed February 16, 2022. *Nevada County Important Farmland Data*. Available at: https://gis.nevcounty.net/MyNeighborhood/.
8. State Dept. of Forestry & Fire Protection. *Nevada County Hardwood Rangelands*, 1993.
9. U.S.G.S, *7.5 Quadrangle Topographic Maps*, as updated.
10. U.S. Fish and Wildlife Service. *National Wetlands Inventory*, December 1995.
11. Natural Resources Conservation Service, 2007. *Official Soil Series Descriptions (OSD) with series extent mapping capabilities*. https://sdmdataaccess.nrcs.usda.gov/
12. U.S. Geological Service. *Nevada County Landslide Activity Map*, 1970, as found in the Draft Nevada County General Plan, Master Environmental Inventory, December 1991, Figure 8-3.
13. Federal Emergency Management Agency. *Flood Insurance Rate Maps*, as updated.
14. Northern Sierra Air Quality Management District. *Guidelines for Assessing Air Quality Impacts of Land Use Projects*, 2000.
15. County of Nevada. *Nevada County General Plan Noise Contour Maps*, 1993.
16. Nevada County. 1991. *Nevada County Master Environmental Inventory*. Prepared by Harland Bartholomew & Associates, Inc. (Sacramento, CA). Nevada County, CA.
17. Nevada County. 1995. *Nevada County General Plan: Volume 1: Goals, Objectives, Policies, and Implementation Measures*. Prepared with the assistance of Harland Bartholomew & Associates, Inc. (Sacramento, CA). Nevada County, CA.
18. Nevada County. *Nevada County Zoning Regulations*, adopted July 2000, and as amended.
19. Hank Meals. *Cultural Resources Survey for the Proposed Hal Brown Parcel Split*, APN 25-220-54. May 7, 2007.

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.

Kyle R Smith 4-8-22

Kyle Smith, Associate Planner Date

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31. California Department of Conservation, California Geological Survey. 2022. Accessed February 17, 2022. Available at: https://maps.conservation.ca.gov/geologichazards/#dataviewer.
32. Susan Sanders Biological Consulting. Biological Inventory APN 025-220-054. May 24, 2007.