

Initial Study

Lake Wildwood Public Works Facility Expansion

Nevada County, California

To:

CEO – Alison Lehman	Nevada Irrigation District
Assistant CEO – Caleb Dardick	Northern Sierra Air Quality Management Dist.
COB – Jeff Thorsby	Penn Valley Fire Protection District
Supervisor Hoek – District 4	Penn Valley MAC
Commissioner Mastrodonato – District 4	Native American Heritage Commission
Principal Planner – Tyler Barrington	North Central Information Center
Agricultural Commissioner	Colfax-Todds Valley Consolidated Tribe
Assessor – Rolf Kleinhans	Nevada City Rancheria Nisenan Tribe
Building Department	Shingle Springs Band of Miwok Indians
Community Development Agency Director	T’si Akim Maidu Tribal Council
Counsel’s Office	United Auburn Indian Community
Economic Development – Kimberly Parker	Wilton Rancheria
Economic Resource Council	T’si Akim Maidu Tribal Council
Environmental Health	United Auburn Indian Community
Fire Marshall – Scott Eckman	Wilton Rancheria
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Public Works Department – Sanitation	Nevada County Contractors’ Association
Recreation Planner – Erika Seward	Western Gateway Park District
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<i>*receives full report, others receive NOA only with report available online</i>	

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File Number: PLN23-0131; CUP23-0010; MGT23-0031; EIS23-0012

Assessor Parcel Number: 033-170-012

Zoning Districts: Single Family/ Residential-Planned Development (R1-PD)

General Plan Designations: Planned Residential Community (PRC)

Project Location: Western Nevada County, within the community of Penn Valley. Property site falls within the Lake Wildwood Association. Site Address: 11255 Cottontail Way, Penn Valley, CA, 95946. Property

falls within southern portion of Lake Wildwood and is considered a portion of the Lake Wildwood golf course. Site is directly west of the Oaks Clubhouse site and is adjacent to south side of Lake Wildwood Drive and Cottontail Way.

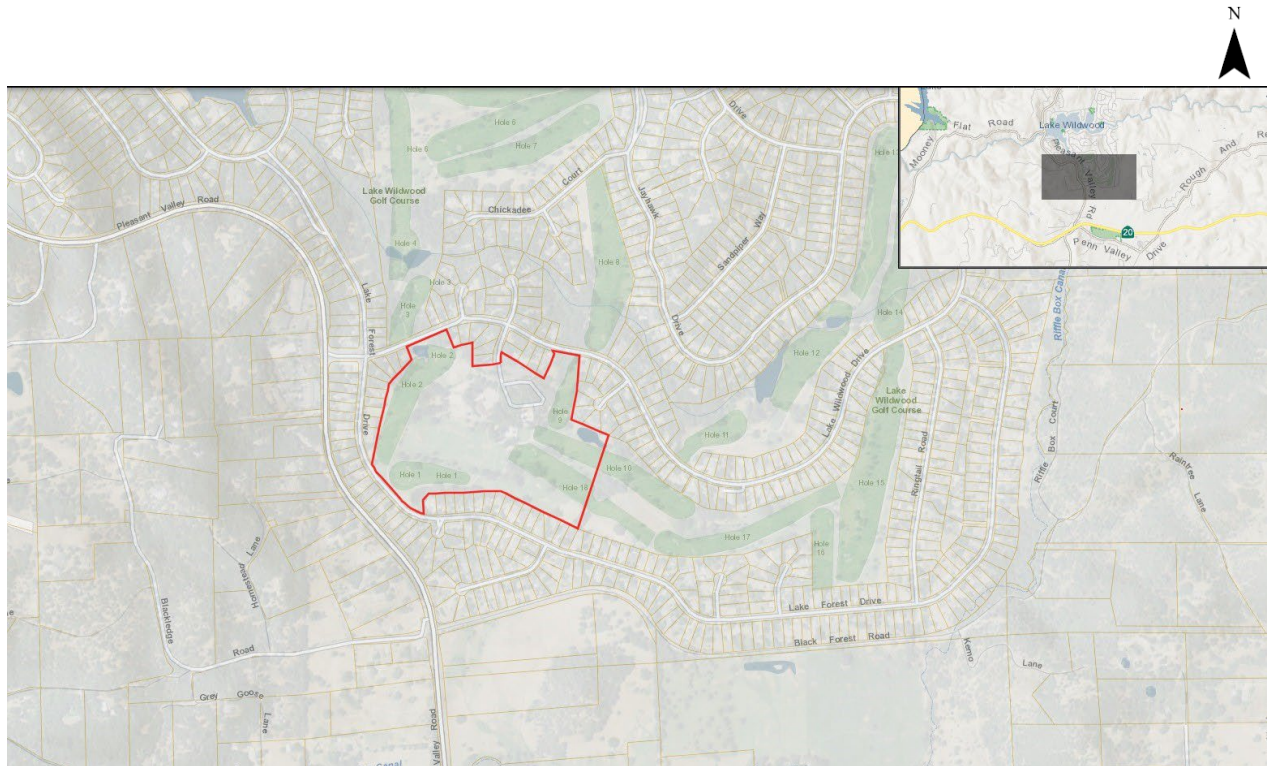


Figure 1 – Project Site and Vicinity Aerial

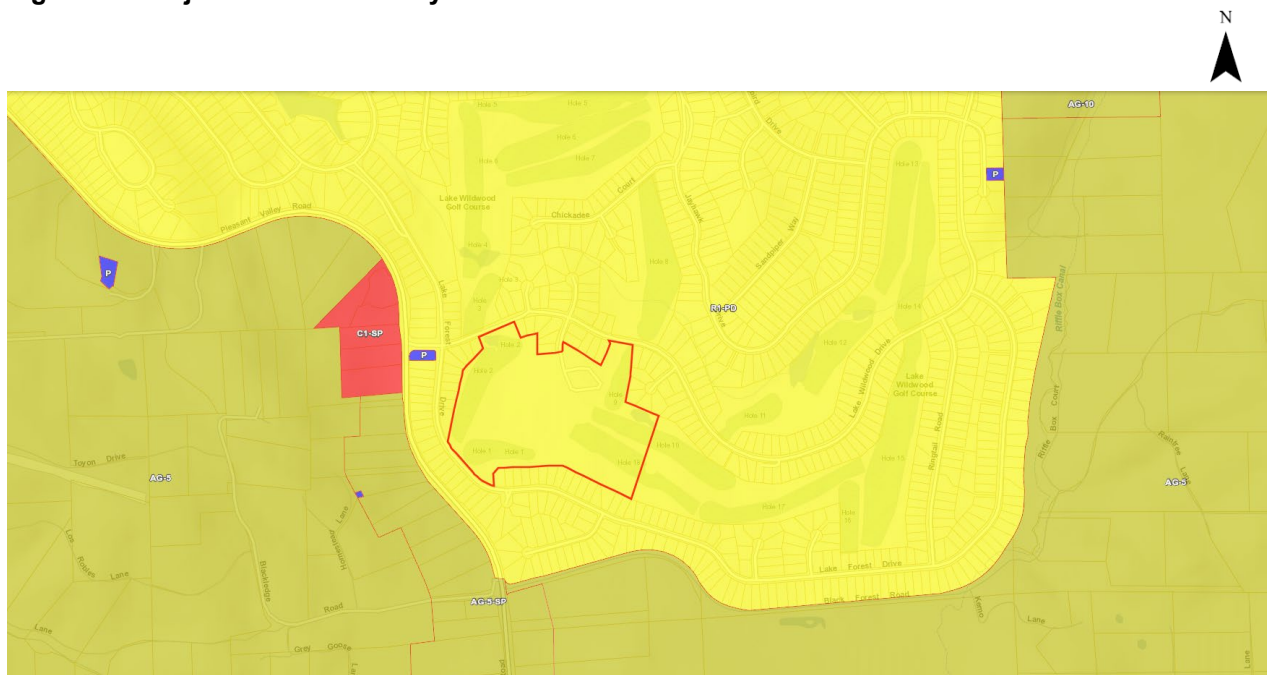


Figure 2 – Project Site and Zoning Map

Project Description

The Lake Wildwood Public Works Facility Expansion Project proposes to demolish an existing Public Works facility and improve existing ancillary facility uses, within the private lake Wildwood homeowner’s association community. The project entails the demolition of the existing single building that serves as the onsite Public Works maintenance facility. The project proposes three new buildings in replacement, a vehicle wash, fueling, and fertilizer system, as well as an array of associated improvements. The project parcel is shown on the project vicinity and zoning map (Figure 1). The proposed buildings will consist of a 1,031 square-foot administrative maintenance building, a 6,668 square-foot enclosed equipment storage building, and a 3,318 square-foot outdoor covered storage building. A variety of site improvements are also associated with the project. Site improvements will consist of improvements to the existing parking lot, to include asphalt and concrete work, as well as improvements to the existing outdoor storage yard parking area for facilitating large equipment stored outdoors, new landscape and irrigation, proposed stormwater detention basins, a new roll-style automated metal gate, an outdoor employee break area, and some on site tree removal. During the demolition phase of the project, maintenance of the association will need to continue. A temporary operations yard will be set up prior to demolition and is intended to be located within the lower outdoor yard of the project parcel. A concrete pad for the outdoor covered storage building will be set, cargo containers will be placed on top for equipment storage, a temporary office/coach for administrative work, and temporary restroom trailers will be provided for the work crew. Temporary water and power will be required. The project start date is anticipated for spring/summer, when weather is suitable for construction, and when required entitlements are approved.

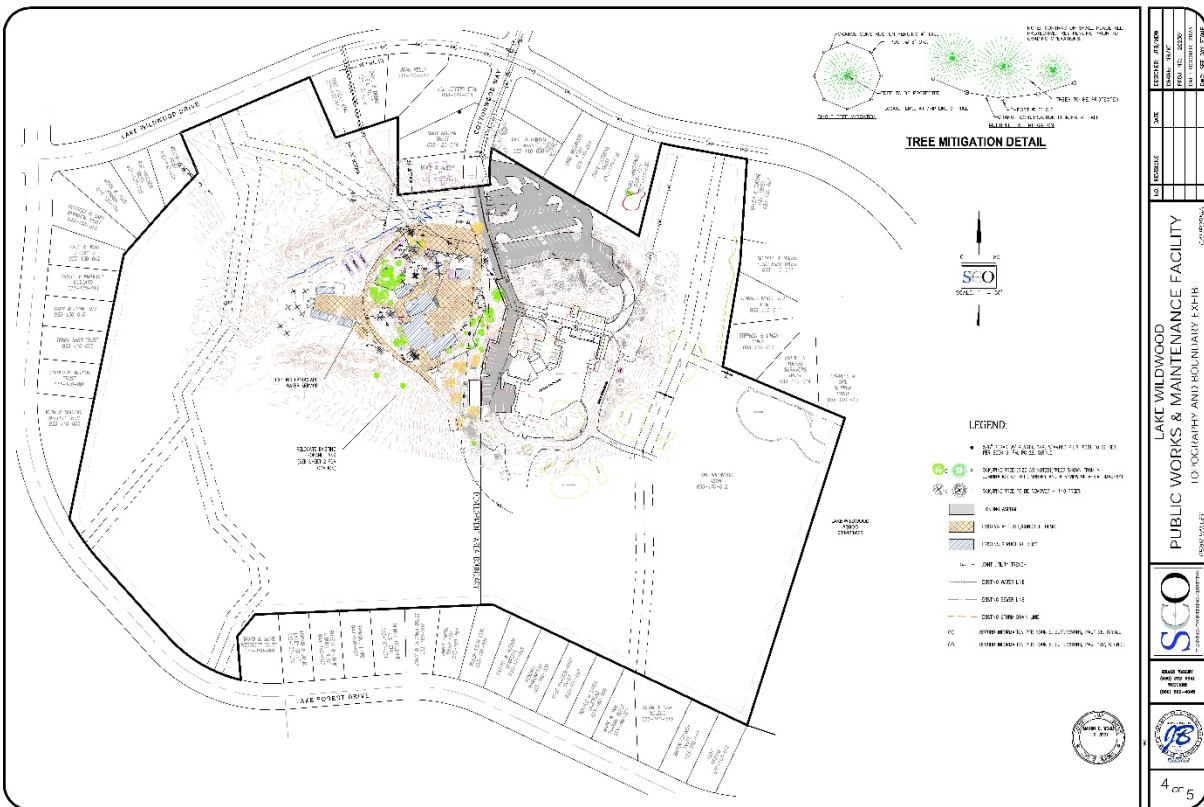


Figure 3 – Topographical Map and Tree Detail

The Lake Wildwood Association (LWA) constructed the original facility building in the early 1970's, with an accessory facility, a near 16,000± square-foot multi-use recreational clubhouse, in 2015. Over time, the building has fallen into a poor state of repair and the size of the building no longer suits day to day procedures for a subdivision community that has continued to grow over time. The intent of the project is to replace the maintenance building with an updated facility sized to meet current needs. Trucks and equipment necessary to complete the work are to be rented from a local contractor. A typical work schedule during construction activities is Monday through Friday, 7:00 AM until 5:00 PM.

Total Project Timeline

The LWA is anticipating a three to five month construction timeline for this entitlement, during which time demolition, grading, building construction, paving and landscaping would be conducted. Preliminary earthwork anticipated entails a cut of 600 cubic yards and fill of 245 cubic yards. Hardscape, building sections and clearing loss encompass 1,250 cubic yards. Net earthwork totals 1,605 cubic yards, approximately. During the construction phase, typical construction material will be the only routine material involved in the operation of the project. Typical construction material will entail piping, concrete, base rock, asphalt and general materials used in construction. As well as the demolition material created from the removal of the existing buildings.

Construction Schedule

Construction is anticipated to occur early June through October. A typical work schedule during construction activities is Monday through Friday, 7:00 AM until 5:00 PM. Per provided biological inventory report, project related disturbance within active nesting territories are to be reduced or eliminated during critical phases of the nesting cycle. Approximately March 1st through August 31st.

Construction Activities

- Removal of hazardous oak tree canopy that hangs over project area of focus.
- Demolition- Tear down of existing building and transport trips of demolition material.
- Site Preparation/Grading- Removal of parking lot and existing asphalt areas, to include compaction of surface areas and re-graveling of the outdoor storage yard.
- Building Construction- Delivery of pre-fabricated building sidings, with framing members constructing the buildings.
- Paving- Re-paving of the existing parking lot asphalt surfaces.
- Landscaping- Re-planting within existing landscape areas and within new landscape areas.

Construction Activities

Order of operations within the project area would consist of existing building demolition, site preparation through re-grading of the site, construction of the proposed buildings/facility, and finalized paving of asphalt surfaces for an upgraded parking lot and internal roadways, private to the maintenance facility. Prior to building demolition, removal of hazardous oak-tree canopy, that looms over head of the project area, will begin to remove the hazard from construction activities and crew members. Typical construction equipment will be used through the phases. Initially, an 18-wheeler will deliver construction equipment to the site. Construction equipment will consist of an excavator, backhoe, static roller, telehandler, an asphalt-paving machine, and dumpster bins for waste. Construction equipment will be stored in the outdoor yard for convenient use. An excavator will be used to demolish the existing building, dump trucks will be used to transport

building waste from the site. Simultaneously, dump trucks will haul demolition material to the Waste Management McCourtney Road Transport Station via Lake Wildwood Drive; Lake Wildwood Drive is within the Lake Wildwood community and is a private road used only by Lake Wildwood residents. Lake Wildwood Drive meets Cottontail Way, the main road entrance into the project site; also an internal and private road to the Lake Wildwood Association. The distance from Lake Wild Drive to Cottontail Way is roughly 0.21± miles. Construction vehicles would not traverse over public roads. Following demolition, site preparation and grading activities will commence. A backhoe will be used to tear up existing asphalt and a static roller will be used to compact the ground around the project area. The existing outdoor yard area will receive additional base aggregate gravel to level the surface of the yard. Building construction will commence next, with an 18-wheeler delivering the pre-fabricated metal building sidings, a telehandler being used to lift the sidings to transport to the building location, and the framing members putting together the building following. Once the buildings have been constructed, re-paving the asphalt of areas, where old asphalt has been removed, will begin. An asphalt-paving machine will be used to lay down and flatten new asphalt. Lastly, concrete curbing and the installation of landscaping will occur to complete the site.

Construction Site Equipment

Trucks and equipment necessary to complete the work are to be rented from a local contractor. Initially, an 18-wheeler will deliver construction equipment to the site. Construction equipment will be stored in the outdoor yard for convenient use during project construction.

- Excavator(s)- For building demolition and asphalt removal.
- Backhoe- For asphalt removal.
- Static roller- For ground compaction.
- Telehandler- For transport of pre-fabricated metal building sidings within the project area.
- Asphalt-paving machine- For paving of new asphalt.
- Dumpster bins/Dumpster trucks- For collection of non-hazardous waste material from construction activities.

Construction Routes

No increase of vehicular trips, via employee increase, is anticipated with the project. Due to the short-term, temporary nature of the construction period associated with the project, an operational traffic analysis is inapplicable to this project. Temporary construction trips will be exempt. Excavated fill will not be disposed off site. Instead, remaining fill will be added to existing landscape berms that surround perimeter of the outdoor lower yard, associated with the facility. No transporting off site or on public roads will occur. The Lake Wildwood Association maintains all roads that are used to access the project parcel on Cottontail Way. No road closures or delays are anticipated with the commencement of construction.

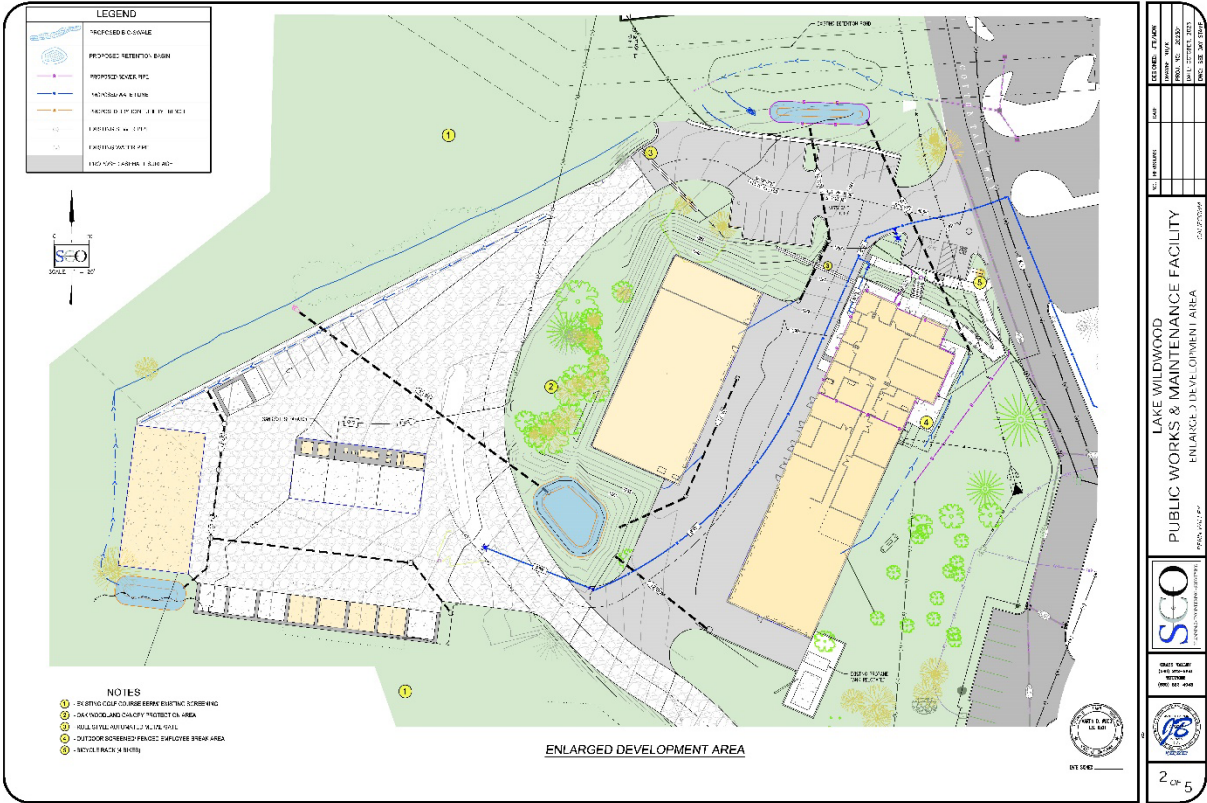


Figure 4 – Enlarged Development Map

Surrounding Land Uses:

Lake Wildwood is the center of a large residential subdivision. The gated community includes 2,845 parcels over 2,300 acres with average lot size of 0.3 acres. Most parcels have been developed with single family residences and accessory structures. The subdivision also includes commercial development with offices and retail on the north end of the subdivision. Various recreational facilities including the lake and marinas, racquet sports, parks, and a golf course, are all a part of the community as well. The project parcel falls within the southern portion of Lake Wildwood, the recreational golf course is located within this area as well. The immediate surrounding parcels are developed with residential uses, predominantly single-family subdivision lots, parcel sizes range from 6,500 square feet to an acre.

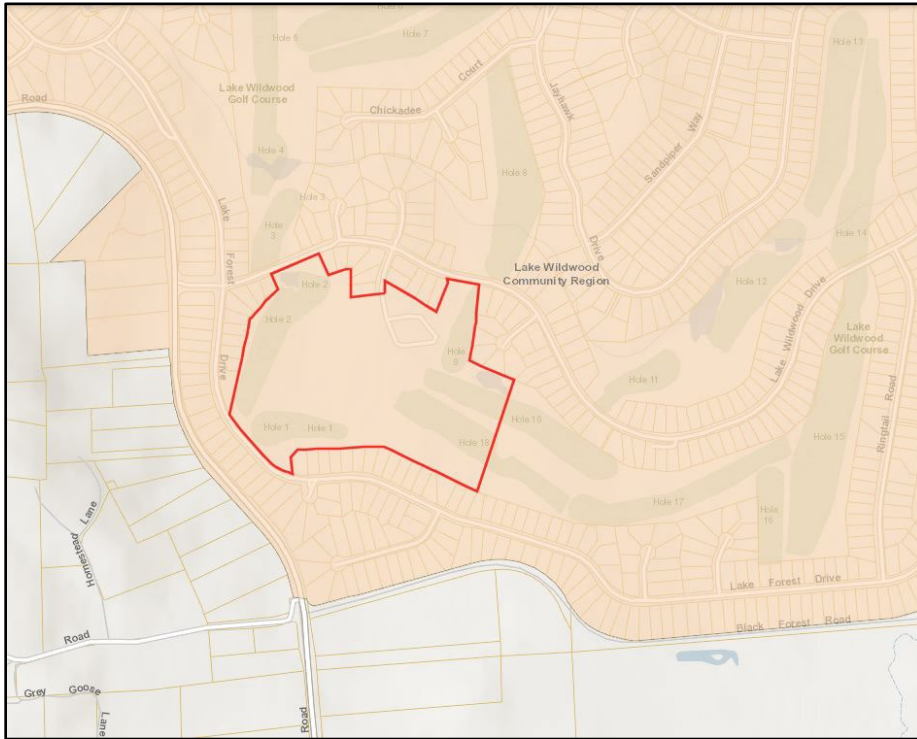


Figure 5 – Project Site and Lake Wildwood Community Region

Other Permits that May be Necessary:

1. Grading Permits– Nevada County Building Department
2. Northern Sierra Air Quality Management District
3. Construction Stormwater General Permit – California State Water Resources Control Board
4. Building Permits – Nevada County, Community Development Agency

Relationship to Other Projects:

There are no directly related development projects known to this project. This scope of work is proposed with the intent to replace a near dilapidated building and to replace with a building, larger in size, to suit the needs for day to day use that is tied to maintaining Lake Wildwood Association facility needs, both as a residential and recreational facility for members of the homeowners association. Development anticipated as a result of this project would be the demolition of the existing facility and construction of the replacement facility.

Consultation with Native American Tribes:

Pursuant to Assembly Bill 52, tribal consultation began August 29, 2024. Native American tribes traditionally and culturally affiliated with the project area were notified of the project and invited to consultation. No consultation was requested.

Summary of Impacts and Proposed Mitigation Measures

Environmental Factors Potentially Affected

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

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

Recommended Mitigation Measures

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

1. AESTHETICS:

Mitigation Measure 1A: Limit Construction Hours and Prohibit Construction Lighting. In order to avoid offsite light trespass, during grading and construction, work hours shall be limited to 7AM to 5PM, Monday through Friday, and shall not occur outside of daylight hours, which will necessitate a later start time at some points during construction. Prior to issuance of grading permits, this measure shall be included as a note on all plans.

Timing: Prior to building permit issuance and during construction

Reporting: Prior to building permit issuance and during construction

Responsible Agency: Planning Department

2. AGRICULTURAL AND FORESTRY RESOURCES

None.

3. AIR QUALITY

Mitigation Measure 3A: Reduce emissions during construction. The following are the minimum mitigation measures designed to help reduce project emissions related to construction. These measures shall be included as a note on all plans prior to issuance of all grading, improvement, and building permits:

1. The mobile off-road construction equipment in use at any time on the project shall be equipped with Tier 4 engines.
2. Construction equipment idling time shall be limited to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). 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.
3. 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).

Timing: Prior to issuance of grading and improvement permits

Reporting: Permit issuance

Responsible Agency: Planning Department / NSAQMD

Mitigation Measure 3B: 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. The plan shall include but not be limited to the following measures, which shall also be included on all construction plans:

1. The construction contractor shall implement all dust control measures in a timely manner during all phases of project construction.
2. All material excavated, stockpiled, or graded shall be sufficiently watered, treated, or covered to prevent fugitive dust from leaving the property boundaries and causing a public nuisance or a violation of an ambient air standard.
3. All land clearing, grading, earth moving, and excavation activities on the project shall be suspended as necessary to prevent excessive windblown dust when winds are expected to exceed 20 miles per hour.
4. All inactive disturbed portions of the disposal site shall be covered, seeded, or watered until a suitable cover is established per the requirements of the grading plan.
5. All material transported off-site shall be either sufficiently watered, or securely covered, or a freeboard of two feet shall be maintained in the bed of the transport vehicle to prevent fugitive dust emissions.

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6. The construction contractor shall water the disposal site during initial site preparation and grading.
7. The construction contractor shall water unpaved construction roads for regular stabilization of dust emissions.
8. The construction contractor shall limit vehicle speeds on unpaved roads to a speed of 15 mph.
9. Paved streets adjacent to the project shall be swept or washed at the end of each day, or as needed to remove excessive accumulation of silt and/or mud which may have resulted from activities at the project site.

Timing: *Prior to issuance of grading and improvement permits*

Reporting: *Permit issuance*

Responsible Agency: *Planning Department*

Mitigation Measure 3C: Use Alternative Methods to Open Burning for Vegetation

Disposal. The following note shall be included on all grading and improvement plans: “Open burning of site-cleared vegetation is prohibited. Among suitable alternatives are chipping, grinding, hauling to an approved disposal site, cutting for firewood, and conversion to biomass fuel.”

Timing: *Prior to issuance of grading and improvement permits*

Reporting: *Permit issuance*

Responsible Agency: *Planning Department / NSAQMD*

4. BIOLOGICAL RESOURCES

Mitigation Measure 4A: Avoid Impacts to Nesting 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 –August 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 building permit issuance and during construction*

Reporting: *Agency approval of permits or plans*

Responsible Agency: *Planning Department*

Mitigation Measure 4B: Oak Management Plan, Oak Protection Measures, & Compensatory Oak Mitigation.

This Oak Management Plan includes measures to minimize potential direct and indirect impact. The Landmark Oak trees identified as shown on the Comprehensive Master Plan Site Plan, shall be mapped and identified as Landmark Oak trees on all future improvement/grading/construction plans to ensure their protection from future disturbance. The following note shall be included: "No disturbance is allowed within the driplines of Landmark Oak trees, unless a Management Plan is approved." The Oak Resources Management Plan shall detail the proposed impacts and the compensatory mitigation strategy to fully compensate for the impacts and/or removal of such protected oak resources. Additionally, the Oak Resources Management Plan shall include protection measures for work immediately adjacent to protect oak resources.

Timing: *Prior to building permit issuance and during construction*

Reporting: *Agency approval of permits or plans*

Responsible Agency: *Planning Department*

Mitigation Measure 4C: Landmark Oak Grove Compensation.

The removal of 0.40-acres of Landmark Oak groves can be compensated by contributing to the Bear Yuba Land Trust's "Oak Woodland Conservation Fund Plan" for the loss or disturbance of Landmark Oak Groves within Nevada County. To mitigate for impacts to Landmark Oak Groves, the project applicant shall pay an in-lieu fee to the Bear Yuba Land Trust according to the 2:1 mitigation ratio fee schedule for the loss of 0.40-acres, along with any required administrative fees. A receipt demonstrating payment of the fee shall be submitted to the Planning Department prior to issuance of grading permits.

Timing: *Prior to grading permit issuance*

Reporting: *Agency approval of permits or plans*

Responsible Agency: *Planning Department*

Mitigation Measure 4D: Establish ESA Fencing for Oak Woodlands to be Protected During Construction. The following note shall appear on all grading permit plans: Prior to construction, install protective fencing around environmentally sensitive areas (ESAs) to protect the adjacent, remaining oak groves from disturbance from trucks and other heavy equipment operating the project area to ensure that they are protected from any further damage.

Timing: *Prior to grading permit issuance*

Reporting: *Agency approval of permits or plans*

Responsible Agency: *Planning Department*

5. CULTURAL RESOURCES

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

Timing: *Prior to the issuance of building/grading permits and during construction*

Reporting: *Agency approval of permits or plans*

Responsible Agency: *Planning Department*

6. ENERGY

None.

7. GEOLOGY AND SOILS

See **Mitigation Measures 5A** and **Mitigation Measures** below:

Mitigation Measure 7A: Soil Clearing and Grubbing. The areas to be graded should be cleared and grubbed to remove vegetation and other deleterious materials as described below.

1. Strip and remove debris from clearing operations and the top 3 to 4 inches of soil containing shallow vegetation, roots and other deleterious materials. The organic topsoil can be stockpiled onsite and used in landscape areas but is not suitable for use as fill. The project geotechnical engineer should approve any proposed use of the spoil generated from stripping prior to placement.
2. Overexcavate any relatively loose debris and soil that is encountered in our exploratory trenches or any other onsite excavations to underlying, competent material. Possible excavations include exploratory trenches excavated by others,

- mantles or soil test pits, holes resulting from tree stump or boulder removal, and mining relics.
3. If loose, untested fill is encountered during site development, overexcavate to competent native soil or weathered rock a minimum of 5 feet beyond the areas of proposed improvements.
 4. Overexcavate any encountered leach lines, abandoned sewer, water, and fuel lines, and loose soil in abandoned subsurface utility line trenches within the proposed improvement areas to underlying competent soil, as determined by a representative of NV5.
 5. Remove rocks greater than 8 inches in greatest dimension (oversized rock) from native soil by scarifying to a depth of 12 inches below finish grade in areas to support pavement, slabs-on-grade or other flatwork. Oversized rock may be used in landscape areas, rock landscape walls, or removed from the site. Oversized rock can be stockpiled onsite and used to construct fills, but must be placed at or near the bottom of deep fills and must be placed in windrows to avoid nesting. No oversized rock should be placed in the upper 3 feet of any structural fill. Unless used as rip-rap, oversized rock placed in fill should not be located within 5 feet horizontally of the finished fill slope face. The project geotechnical engineer should approve the use of oversized rock prior to constructing fill.
 6. Fine grained, potentially expansive soil, as determined by NV5, that is encountered during grading should be mixed with granular soil, or overexcavated and stockpiled for removal from the project site or for later use in landscape areas. A typical mixing ratio for granular to expansive soil is 4 to 1. The actual mixing ratio should be determined by NV5.
 7. Vegetation, deleterious materials, structural debris, and oversized rocks not used in landscape areas, drainage channels, or other non-structural uses should be removed from the site.

Timing: Prior to issuance of grading or improvement permits

Reporting: Approval of permits or plans

Responsible Agency: Building Department

Mitigation Measure 7B: Existing Fill. It is anticipated that the presence of existing untested fill within the proposed improvement areas (encountered in trenches T-3 and T-4). Loose fill beneath footings may contribute to future differential settlement-induced distress. NV5 opinion is that the existing fill should not be relied upon to support the proposed improvements without mitigation, as described in the following paragraphs.

1. Options to mitigate existing fill and loose subsurface conditions include the use of deepened footings, mat foundations, or fill overexcavation and replacement. Based on the proposed use of concrete structures and slabs-on-grade, we anticipate that fill overexcavation and re-compaction would likely be a more cost effective and reliable approach to mitigating the existing fill. NV5 can provide design recommendations and settlement analysis for alternative foundation systems, if requested.
2. Relatively loose fill, within and a minimum of 5 feet beyond the proposed structure footprints, shall be overexcavated and stockpiled onsite. The depth of the overexcavation should extend through all loose soil to competent native soil or rock.

The fill shall be replaced and compacted using the recommendations presented in the “Fill Placement” sections of this report.

Timing: *Prior to issuance of grading or improvement permits.*

Reporting: *Approval of permits or plans*

Responsible Agency: *Building Department*

Mitigation Measure 7C: Cut Slope Grading. NV5 anticipates that permanent cut slopes up to 5 feet in height will be created during grading of the proposed improvements. In general, permanent cut slopes should not be steeper than 2:1, horizontal to vertical (H:V). Steeper cut slopes may be feasible, depending on the soil/rock conditions encountered and should be reviewed on a case-by-case basis. The upper two feet of all cut slopes should be graded to an approximate 2:1, H:V, slope to reduce sloughing and erosion of looser surface soil.

1. Temporary cut slopes may be constructed to facilitate retaining wall construction. We anticipate that subsurface conditions will be favorable for construction of temporary cut slopes no steeper than ½:1, H:V, for a maximum height of approximately 6 feet. To reduce the likelihood of sloughing or failure, temporary cut slopes should not remain over the winter.
2. A representative of NV5 must observe temporary cut slopes steeper than 2:1, H:V, during grading to confirm the soil and rock conditions encountered. We recommend that personnel not be allowed between the cut slope and the proposed retaining structure, form work, grading equipment, or parked vehicles during construction, unless the stability of the slope has been reviewed by NV5 or the slope has been confirmed to meet OSHA excavation standards.

Timing: *Prior to issuance of grading or improvement permits.*

Reporting: *Approval of permits or plans*

Responsible Agency: *Building Department*

Mitigation Measure 7D: Soil Preparation for Fill Placement. Where fill placement is proposed, the surface soil exposed by site clearing and grubbing should be prepared as described below:

1. The surface soil should be scarified to a minimum depth of 12 inches below the existing ground surface, or to resistant rock, whichever is shallower. Following scarification, the soil should be uniformly moisture conditioned to within approximately 3 percentage points of the ASTM D1557 optimum moisture content.
2. The scarified and moisture conditioned soil should then be compacted to achieve a minimum relative compaction of 90 percent based on ASTM D1557 maximum dry density. The moisture content, density, and relative percent compaction should be verified by a representative of NV5. The earthwork contractor should assist our representative by excavating test pads with onsite earth moving equipment.
3. Where fill placement is proposed on native slopes steeper than approximately 5:1, H:V, a base key and routine benches must be provided. Unless otherwise recommended by the project geotechnical engineer, the base key should be excavated at the toe of the fill a minimum of 2 feet into competent stratum, as determined by a representative of NV5 during construction observation. The bottom of the base key should be sloped slightly into the hillside at an approximate gradient of 5 percent or greater.

4. The fill must be benched into existing side slopes as fill placement progresses. Benching must extend through loose surface soil into firm material, and at intervals such that no loose surface soil is beneath the fill. As a minimum, a horizontal bench should be excavated every 5 vertical feet or as determined by a representative of NV5.

Timing: Prior to issuance of grading or improvement permits.

Reporting: Approval of permits or plans

Responsible Agency: Building Department

Mitigation Measure 7E: Fill Placement. Soil fill placement proposed for the project should incorporate the following recommendations:

1. Soil used for fill should consist of uncontaminated, predominantly granular, non-expansive native soil or approved import soil. If encountered, rock used in fill should be broken into pieces no larger than 8 inches in diameter. Rocks larger than 8 inches are considered oversized material and should be stockpiled for off-haul or later use in landscape areas and drainage channels. If approved by the project geotechnical engineer, oversized rock may be placed at or near the bottom of deep fills. Oversized rock must be placed in windrows to avoid nesting and to facilitate the placement of compacted fill. No oversized rock should be placed in the upper 3 feet of any structural fill. The project geotechnical engineer should approve the use of oversized rock prior to constructing fill.
2. Import soil should be predominantly granular, non-expansive and free of deleterious material. Import material that is proposed for use onsite should be submitted to NV5 for approval and possible laboratory testing at least 72 hours prior to transport to the site.
3. Cohesive, predominantly fine grained, or potentially expansive soil encountered during grading should be stockpiled for removal, mixed as directed by NV5, or used in landscape areas. As an option, cohesive fine grained, or potentially expansive soil can often be placed in the deeper portions of proposed fill (e.g., depths greater than 3 feet below subgrade in building footprints). However, this option would have to be evaluated on a case-by-case basis with consideration of the fill depth and proposed loading.
4. Soil used to construct fill should be uniformly moisture conditioned to within approximately 3 percentage points of the ASTM D1557 optimum moisture content. Wet soil may need to be air dried or mixed with drier material to facilitate placement and compaction, particularly during or following the wet season.
5. Fill should be constructed by placing uniformly moisture conditioned soil in maximum 8-inch- thick loose, horizontal lifts (layers) prior to compacting.
6. All fill should be compacted to a minimum relative compaction of 90 percent of the ASTM D1557 maximum dry density. The upper 12 inches of fill in paved areas, beneath proposed slabs-on- grade, and within the proposed building footprint should be compacted to a minimum of 95 percent relative compaction.

Timing: Prior to issuance of grading or improvement permits.

Reporting: Approval of permits or plans

Responsible Agency: Building Department

Mitigation Measure 7F: Differential Fill Depth. The recommendations presented in this section are intended to reduce the magnitude of differential settlement-induced structural distress associated with variable fill depth beneath structures.

1. Site grading should be performed so that cut-fill transition lines do not occur directly beneath any structures. The cut portion of the cut-fill building pads, if proposed, should be scarified to a minimum depth of 8 inches, and recompact to 95 percent relative compaction.
2. Differential fill depths beneath structures should not exceed 5 feet. For example, if the maximum fill depth is 8 feet across a building pad, the minimum fill depth beneath that pad should not be less than 3 feet. If a cut-fill building pad is used in this example, the cut portion would need to be over excavated 3 feet and rebuilt with compacted fill.

Timing: *Prior to issuance of grading or improvement permits.*

Reporting: *Approval of permits or plans*

Responsible Agency: *Building Department*

Mitigation Measure 7G: Fill Slope Grading. Slopes up to 6 feet in height will be created as part of the proposed improvements. In general, permanent fill slopes created onsite should be no steeper than 2:1, H:V. NV5 should review fill slope configurations greater than approximately 10 feet in height, if proposed, prior to fill placement. Compaction and fill slope grading must be confirmed by NV5 in the field.

Fill should be placed in horizontal lifts to the lines and grades shown on the project plans. Slopes should be constructed by overbuilding the slope face and then cutting it back to the design slope gradient. Fill slopes should not be constructed or extended horizontally by placing soil on an existing slope face and/or compacted by track walking.

Where placement of oversized rock in deep fill is proposed, the oversized rock should be placed a minimum of 5 feet horizontally from the finished fill slope face.

Timing: *Prior to issuance of grading or improvement permits.*

Reporting: *Approval of permits or plans*

Responsible Agency: *Building Department*

Mitigation Measure 7H: Erosion Control Measures. To ensure adequate protection of water quality during and after project activities, the project manager shall provide labor, materials, and equipment to maintain and protect exposed soil from wind and water erosion in the following manner:

1. Prior to commencement of work, fiber rolls should be installed down slope of the proposed area of disturbance to reduce migration of sediment from the site. Fiber rolls on slopes are intended to reduce sediment discharge from disturbed areas, reduce the velocity of water flow, and aid in the overall revegetation of slopes. The fiber rolls should remain in place until construction activity is complete and vegetation becomes established.
2. All soil exposed in permanent slope faces should be hydroseeded or hand seeded/strawed with an approximate seed mixture compatible with the soil and climate conditions of the site as recommended by the local Resource Conservation District.

3. Following seeding, jute netting or erosion control blankets should be placed and secured over the slopes steeper than 2:1, H.V.
4. Surface water drainage ditches should be established as necessary to intercept and redirect concentrated surface water away from cut and fill slope faces. Under no circumstances should concentrated water be directed over slope faces. The intercepted water should be discharged into natural drainage courses or into other collection and disposal structures.

Timing: Prior to issuance of grading or improvement permits.

Reporting: Approval of permits or plans

Responsible Agency: Building Department

Mitigation Measure 7I: Underground Utility Trenches. Underground utility trenches should be excavated and backfilled as described below:

1. Based on subsurface conditions observed in our exploratory trenches, resistant soil at shallow depths may limit utility trench excavations. Pre-ripping of the trench alignment may be required, particularly if utility trench excavations are deeper than five feet.
2. The California Occupational Safety and Health Administration (OSHA) requires all utility trenches deeper than 4 feet bgs be shored with bracing equipment prior to being entered by any individuals, whether or not they are associated with the project.
3. We anticipate that shallow subsurface seepage may be encountered, particularly if utility trenches are excavated during the winter, spring, or early summer. The earthwork contractor may need to employ dewatering methods as discussed in Section 5.1.11 Construction Dewatering section on page 15 to excavate, place and compact the trench backfill materials.
4. Trench backfill used within the bedding and shading zones should consist of ¾-inch minus crushed rock, granular material with a sand equivalent greater than 30, or similar material approved by the project engineer.
5. Soil used as trench backfill should consist of non-expansive soil with a plasticity index (PI) less than or equal to 15 and should not contain rocks greater than 3 inches in greatest dimension unless otherwise approved by the geotechnical engineer.
6. Where utility trenches will intersect perimeter footings or pass within the proposed building footprint, we recommend that a low permeability backfill plug be placed to reduce water migration and infiltration. In general, a low permeability, predominantly fine-grained soil backfill, sand-cement slurry, or other approved material should be placed within five feet of the building exterior.
7. Trench backfill should be constructed by placing uniformly moisture conditioned soil in maximum 12-inch-thick loose lifts prior to compacting.
8. Trench backfill should be compacted to a minimum relative compaction of 90 percent of the ASTM D1557 maximum dry density. In areas of proposed pavement or concrete flatwork, the upper 12 inches of backfill should be compacted to a minimum relative compaction of 95 percent of the ASTM D1557 maximum dry density. Jetting is not an acceptable method of compacting trench backfill or bedding sand.

9. The loose lift thickness, moisture, density and relative compaction of the trench backfill soil should be observed by a representative of NV5 during placement.
10. Construction quality assurance tests should be performed at a frequency determined by the project geotechnical engineer. Where trench backfill is placed at depths greater than approximately 4 feet, or where potentially unstable sidewall conditions exist, shoring may need to be provided by the contractor to facilitate compaction testing. If shoring is not provided or unsafe conditions are encountered, full time observation will likely be required to confirm compactive effort.

Timing: *Prior to issuance of grading or improvement permits.*

Reporting: *Approval of permits or plans*

Responsible Agency: *Building Department*

Mitigation Measure 7J: Surface Water Drainage. Proper surface water drainage is important to the successful development of the project. The following measures are recommended to mitigate surface water drainage problems:

1. Slope final grades in structural areas so that surface water drains away from building pad finish subgrade at a minimum 2 percent slope for a minimum distance of 10 feet. For structures utilizing slab-on-grade interior floor systems we recommend increasing the slope to 4 percent.
2. To reduce surface water infiltration, compact and slope all soil placed adjacent to building foundations such that water is not allowed to pond. Backfill should be free of deleterious materials.
3. Direct downspouts to positive drainage or a closed collector pipe that discharges flow to positive drainage.
4. Construct V-ditches at the top of cut and fill slopes where necessary to reduce concentrated surface water flow over slope faces. Typically, V-ditches should be 3 feet wide and at least 6 inches deep. Surface water collected in V-ditches should be directed away and downslope from proposed building pads and driveways into a drainage channel.

Timing: *Prior to issuance of grading or improvement permits.*

Reporting: *Approval of permits or plans*

Responsible Agency: *Building Department*

Mitigation Measure 7K: Grading Plan Review and Construction Monitoring. Proper surface water drainage is important to the successful development of the project. The following measures are recommended to mitigate surface water drainage problems:

1. NV5 should be retained to review the final grading plans prior to construction to confirm our understanding of the project at the time of our investigation, to determine whether our recommendations have been implemented, and to provide additional and/or modified recommendations, if necessary.
2. NV5 should be retained to perform construction quality assurance (CQA) monitoring of all earthwork grading performed by the contractor to determine whether our recommendations have been implemented, and if necessary, provide additional and/or modified recommendations.

Timing: *Prior to issuance of grading or improvement permits.*

Reporting: *Approval of permits or plans*

Responsible Agency: *Building Department*

8. GREEN HOUSE GAS EMISSIONS

See **Mitigation Measure 3A**.

9. HAZARDS AND HAZARDOUS MATERIALS

Mitigation Measure 9A: Prepare an Amended CUPA Permit and SPCC Plan. Prior to issuance of building permits, owner/operator must submit the amended permit/plan in accordance with general requirements.

Timing: *Prior to issuance of building permits*

Reporting: *Permit issuance*

Responsible Agency: *Environmental Health Department*

Mitigation: See **Mitigation Measure 17A**.

10. HYDROLOGY AND WATER QUALITY

See **Mitigation Measure 7A, 7H, 7J, 7K, and Mitigation Measures** below:

Mitigation Measure 10A: Obtain Appropriate Stormwater Permit and Implement an Erosion and Sediment Control Plan. Project improvements and future land disturbance must obtain an appropriate stormwater permit and implement an erosion and sediment control plan for projects including land disturbance of one acre or more. The following note must be included on grading/building permits: Prior to issuance of grading permits or improvement plans for all projects that could result in disturbance of an acre or more of land, the construction and grading permits shall comply with the applicable General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit) regulations. Grading plans shall include verification that a Construction General Permit, issued by the State Water Resources Board, has been issued for this project. Said permits or plans shall incorporate, at a minimum, the following erosion and sediment control measures:

1. Best Management Practices (BMPs) for temporary erosion control shall be implemented during construction to control any pollutants that could potentially affect the quality of storm water discharges from the site. A Storm Water Pollution Prevention Plan (SWPPP) shall be prepared in accordance with California State Water Resources Control Board (SWRCB) requirements. This SWPPP includes the implementation of BMPs for Erosion Control, Sediment Control, Tracking Control, Wind Erosion Control, Waste Management and Materials Pollution Control.
2. All portions of the project, including on-site grading and excavation for the access road, shall be included in the State-mandated Storm Water Pollution Prevention Plan (SWPPP) and are subject to the required monitored and reporting.

Timing: *Prior to issuance of grading and improvement permits*

Reporting: *Approval of permits or plans recordation*

Responsible Agency: *Building / Planning Department*

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

1. Construction crews shall be instructed in preventing and minimizing water pollution on the job.
2. Interim erosion control measures may be needed and shall be installed during construction to assure adequate erosion control facilities are in place at all times.
3. Straw or rice mulch may be used if needed with a tackifier.
4. All earth moving or excavation activities shall cease when winds exceed 20 mph.
5. Haul trucks shall be covered with tarpaulins or other effective covers at all times.
6. Use broom and shovels when possible to maintain a clean site. Use of a hose is not recommended. Introducing water as a cleanup method adds to water pollution.
7. Designate a concrete washout area, as needed; to avoid wash water from concrete tools or trucks from entering storm drain systems. Maintain washout area and dispose of concrete waste on a regular basis.
8. Establish a vehicle storage, maintenance, and refueling area, as needed, to minimize the spread of oil, gas, and engine fluids. Use of oil pans under stationary vehicles is strongly recommended.
9. Dust control measures shall conform to **Mitigation Measure 3B**: Control dust during project construction.

Timing: *Prior to issuance of grading and improvement permits and during construction*

Reporting: *Agency approval of permits or plans*

Responsible Agency: *Building/ Planning Department*

Mitigation Measure 10C: Best Management Practices. The following BMPs shall be implemented to ensure that SWPPP measures are maintained and prevent water pollution.

1. At no time shall heavy equipment operate in flowing water or saturated soils.
2. Be prepared for rain and have the necessary materials onsite before the rainy season.
3. Insure all SWPPP measures are in place prior to a 30% chance of rain. Install silt-fencing, straw bales, sediment catch basins, straw or coir logs or rolls, or other sediment barriers to keep erodible soils and other pollutants from entering the storm drain system and adjacent drainages
4. Before the first heavy rains and prior to removing the barriers, soil or other sediments or debris that accumulates behind the barriers shall be removed and transported away for disposal.
5. During long periods of rain and high intensity rainfall, SWPPP measures may become clogged. Extreme care should be taken to clean SWPPP measures to reduce fugitive discharge and potential flooding.
6. Protect drain inlets from receiving polluted storm water through the use of filters such as fabrics, gravel bags or straw wattles.
7. Inspect sediment control devices after each storm and remove sediment.
8. Inspect all BMPs before and after each storm event. Maintain BMPs on regular basis and replace as necessary, through the entire course of construction.

Timing: *Prior to issuance of grading and improvement permits and during construction*

Reporting: *Agency approval of permits or plans*

Responsible Agency: *Building / Planning Department*

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

Timing: *Prior to issuance of grading and improvement permits and during construction*

Reporting: *Agency approval of permits or plans*

Responsible Agency: *Planning Department*

11. LAND USE AND PLANNING

See **Mitigation Measures 4A through 4D.**

12. MINERAL RESOURCES

None.

13. NOISE

See **Mitigation Measure 1A.**

14. POPULATION AND HOUSING

None.

15. PUBLIC SERVICES

None.

16. RECREATION

None.

17. TRANSPORTATION

Mitigation Measure 17A: Implement a Construction Traffic Management Plan. Prior to issuance of grading and improvement permits, the applicant shall submit a Construction Traffic Management Plan to the County for review and approval. The plan shall include but not be limited to the use of advanced warning signage, electronic communication protocols to inform residents of the work being done, the route construction vehicles will take, and other appropriate traffic control measures. Relevant measures shall be noted on all construction plans prior to issuance of permits.

Timing: *Prior to issuance of grading and improvement permits*

Reporting: *Permit issuance*

Responsible Agency: *Planning Department*

Mitigation Measure 17B: Traffic Mitigation Fees. Prior to issuance of any building permits, the applicant shall pay appropriate traffic impact fees based on the latest fee schedule adopted by the Nevada County Board of Supervisors at time of building permit for additional trips generated by the project.

Timing: *Prior to issuance of building permits*

Reporting: *Permit issuance*

Responsible Agency: *Public Works / Planning Department*

18. TRIBAL CULTURAL RESOURCES

Mitigation Measure 18A: Unanticipated Tribal Cultural Resources. The following mitigation measures shall be required and shall be included as notes on all future site plans: 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*

Mitigation: See **Mitigation Measures 5A**

19. UTILITIES AND SERVICE SYSTEMS

Mitigation Measure 19A: Appropriately Dispose of Vegetative and Toxic Waste: Industrial toxic waste (petroleum and other chemical products) is not accepted at the McCourtney Road transfer station and if encountered, shall be properly disposed of in compliance with existing regulations and facilities. This mitigation measure shall be included as a note on all improvement plans, which shall be reviewed and approved by the Planning Department prior to permit issuance.

Timing: Prior to issuance of grading or improvement permits and during construction

Reporting: Agency approval of permits or plans

Responsible Agency: Nevada County Planning Department

20. WILDFIRE

See **Mitigation Measures 7A through 7K.**

21. MANDATORY FINDINGS OF SIGNIFIGANCE

See all Mitigation Measures listed above.

Mitigation and Monitoring Matrix

MEASURE #	MONITORING AUTHORITY	IMPLEMENTATION TIMING
1A	Planning Department	Prior to building permit issuance and during construction
3A	Planning Department / NSAQMD	Prior to issuance of grading and improvement permits
3B	Planning Department / NSAQMD	Prior to issuance of grading and improvement permits
3C	Planning Department / NSAQMD	Prior to issuance of grading and improvement permits
4A	Planning Department	Prior to building permit issuance and during construction
4B	Planning Department	Prior to building permit issuance and during construction
4C	Planning Department	Prior to grading permit issuance
4D	Planning Department	Prior to grading permit issuance
5A	Planning Department	Prior to building permit issuance and during construction
7A	Building / Planning Departments	Prior to issuance of grading or improvement permits
7B	Building / Planning Departments	Prior to issuance of grading or improvement permits
7C	Building / Planning Departments	Prior to issuance of grading or improvement permits
7D	Building / Planning Departments	Prior to issuance of grading or improvement permits
7E	Building / Planning Departments	Prior to issuance of grading or improvement permits
7F	Building / Planning Departments	Prior to issuance of grading or improvement permits
7G	Building / Planning Departments	Prior to issuance of grading or improvement permits
7H	Building / Planning Departments	Prior to issuance of grading or improvement permits
7I	Building / Planning Departments	Prior to issuance of grading or improvement permits
7J	Building / Planning Departments	Prior to issuance of grading or improvement permits
7K	Building / Planning Departments	Prior to issuance of grading or improvement permits

9A	Environmental Health Department	Prior to building permit issuance
10A	Building / Planning Departments	Prior to issuance of grading and improvement permits
10B	Building / Planning Departments	Prior to issuance of grading and improvement permits and during construction
10C	Building / Planning Departments	Prior to issuance of grading and improvement permits and during construction
10D	Planning Department	Prior to issuance of grading and improvement permits and during construction
17A	Planning Department	Prior to issuance of grading and improvement permits
17B	Public Works Department	Prior to building permit issuance
18A	Planning Department	Prior to issuance of grading, improvement permits, building permits and throughout construction.
19A	Planning Department	Prior to issuance of grading and improvement permits and during construction

Initial Study and Checklist

Introduction

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

- **No Impact:** An impact that would result in no adverse changes to the environment.
- **Less than Significant Impact:** An impact that is potentially adverse but does not exceed the thresholds of significance as identified in the impact discussions. Less than significant impacts do not require mitigation.
- **Less than Significant with Mitigation:** An environmental effect that may cause a substantial adverse change in the environment without mitigation, but which is reduced to a level that is less than significant with mitigation identified in the Initial Study.
- **Potentially Significant Impact:** An environmental effect that may cause a substantial adverse change in the environment; either additional information is needed regarding the extent of the impact to make the significance determination, or the impact would or could cause a substantial adverse change in the environment. A finding of a potentially significant impact would result in the determination to prepare an EIR.

1. Aesthetics

Existing Setting: The proposed project will occur within a portion of the 38.49-acre in size subject parcel off Cottontail Way. The project parcel falls within the private gated community of the Lake Wildwood Association (LWA). The project includes demolition of an existing, aged, and near dilapidated maintenance facility, to be replaced with three new buildings; a 1,031 square-foot administrative maintenance building, 6,668 square-foot enclosed equipment storage building, a 3,318 square-foot outdoor covered storage building and a variety of site improvements. Site improvements will consist of improvements to the existing parking lot, to include asphalt and concrete work, as well as improvements to the existing outdoor storage yard parking area for facilitating large equipment stored outdoors, new landscape and irrigation, proposed stormwater detention basins, a new roll-style automated metal gate, an outdoor employee break area, and some on site tree removal. A total of 2.44± acres (116,094 square-feet) of the subject site will be re-developed as part of this project. The subject parcel is developed with an existing golf course, used recreationally as a private course for association residents. Holes “1,2, 9, 10, and 18” are a portion of golf course holes accommodated on site, surrounding the perimeter of the project site. The remainder of the golf course continues onto neighboring parcels nearby. Within the interior perimeter of the surrounding golf course, there is an existing large landscape berm, that was originally installed as a screening measure, to further screen the existing maintenance facility. The project site is used as a location for employees, a base to bring items in need of repair, and as a storage location for equipment and tools needed for maintenance tasks.

The project site is surrounded by existing land uses, ranging in use type. As mentioned, the golf course surrounds the project site from the west, south, and majority of the northern property line. On the same project parcel, and immediately adjacent to the east, is the existing Oaks Clubhouse, another recreational facility used by association residents. There is an existing parking lot, used for the Oaks Club, that acts as an intermediary buffer between the existing facility and clubhouse. To the north of the project site, there is a privately owned residential property, developed with an existing single-family residence. There is an existing parking lot, used for maintenance facility employee parking, that acts as an intermediary buffer between the existing facility and residence. North of the existing employee parking lot is an existing detention pond, the pond is full of natural and lightly maintained shrubbery, further adding screening of the existing facility. Surrounding the project parcel perimeter, is a total of 42 private single-family home lots. The aforementioned surrounding uses to the north, east, south, and west are all zoned as Single Family Residential, with a Planned Development overlay zone (“R1-PD”).

Views of the project site are predominantly seen from the single-family residence to the north and from the Oaks Clubhouse parking lot to the east. The access into the project site, Cottontail Way, is via private roads within the gated community. Views of the project site are non-visible from County maintained roads, exterior of the gated community. Existing tree canopy also surrounds the perimeter of the project site, providing screening from multiple vantage points. A majority of tree removal will be within three areas; Area 1 (northern grove): is 0.60 acres in size, Area 2 (southern grove): is 1.35 acres in size, and Area 3 (western grove): is 0.55 acres in size. A total of 35 trees are to be moved from the noted three areas, 30 of which are anticipated to be native oak trees. An estimated 35 trees are to be removed as part of the proposed project, 30 of which will be oak trees; the total of landmark grove canopy to be removed is estimated to be 0.40-acres. The remaining 1.10-acre of mapped landmark oak grove within the project area would remain intact and will not be impacted by the proposed project.

Would the project:	Potential Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Have a substantial adverse effect on a scenic vista?			✓		A
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓	23
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			✓		A
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		✓			A

March 02, 2024

Impact Discussion:

- 1a,c A scenic vista is typically considered to be a view that possesses visual and aesthetic qualities of high value to the public. Scenic vistas can provide views of natural features or significant structures and buildings. The project site is primarily visible from private property within that community and is owned either by the residents of that community or directly owned by the Lake Wildwood Association/applicant. The golf course adjacent to the project site does possess a visual and aesthetic quality, prized by community members and residents who use the course. The integrity of the golf course is not to be directly impacted at great lengths by the project. Tree removal along the edges of a golf hole will occur and construction activities may pose as a nuisance for users of the golf course; the golf course will remain open during construction. Tree removal is to be mitigated, see Biological Resources section. Existing topographical contours, landscape berms, and remaining tree and vegetative screening will aid in screening the project area from any public vantage points. The entirety of the Lake Wildwood association is a private community. The project will result only in short-term/temporary visual impacts from view of the golf course. Overall, impact of the project is beneficial in the long-term duration for the LWA and residents. It can be contested that the replacement of the aged and dilapidated building, to be replaced with a more contemporary and visually attractive building, suiting the likes of nearby homes and nearby recently updated recreational facility, may be an improvement to the project site and ultimately add character and visual richness to further enhance the quality of life the Lake Wildwood Associations strives to offer to their residents. The project will have **less than significant** impacts related to scenic vistas and the degradation of the visual character of the area.
- 1b The only visible public view of the project is from Pleasant Valley Road, which is a private road owned and maintained by the LWA. Pleasant Valley Road is not a designated state scenic highway. Therefore, there is no impact related to views from a state scenic highway. The trees being removed are not considered scenic trees, mitigation is proposed for tree removal, see the below Biological Resources section. The subject building is not considered historic. No rock croppings are within the project area. The project will have **no impact** on scenic resources within a State scenic highway.
- 1d The project will not create any new operational sources of light or glare, as existing lighting is to be replaced. Replacement lighting will instead be swapped with efficient LED and, the style of which, will be downcast and directed downwards. The potential for light and glare during construction is a possibility. Construction hours are proposed from 7:00 AM to 5:00 PM during late spring, from June through October. Light intrusion could pose a nuisance to surrounding residential uses at Lake Wildwood if construction were to begin prior to sunrise. With **Mitigation Measure 1A**, however, this impact is anticipated to be **less than significant with mitigation**.

Mitigation Measures: To preserve the existing aesthetic quality and character of the project area, the following mitigation measures have been included:

Mitigation Measure 1A: Limit Construction Hours and Prohibit Construction Lighting. In order to avoid offsite light trespass, during grading and construction, work hours shall be limited to 7AM to 5PM, Monday through Friday, and shall not occur outside

of daylight hours, which will necessitate a later start time at some points during construction. Prior to issuance of grading permits, this measure shall be included as a note on all plans.

Timing: Prior to building permit issuance and during construction

Reporting: Agency approval of permits or plans

Responsible Agency: Planning Department

2. Agricultural and Forestry Resources

Existing Setting: The Lake Wildwood Public Works Facility parcel is developed with an existing facility, used to store industrial equipment, tools, and large quantities of landscape improvement material to maintain the communal golf course and other areas of the Lake Wildwood association community. Additionally, a majority of the project parcel is comprised of a portion of the existing golf course greens. The project site is not an agricultural or forestry resource. The primary project site setting is developed and considered sub-urban, being settled within the interior of a gated homeowner’s association. The project parcel is zoned as Single Family Residential (R1) and Planned Development (PD). There are no active Williamson Act Contracts on the project parcel. There is no Timberland Production Zone (TPZ) or Forest (FR) zoning on the project parcels, and no forestry uses are existing on these parcels or in the project vicinity. The project site is designated as Urban and Built-up Land, per the California Department of Conservation (California Important Farmland, 2023). Farmland of Local Importance is determined by each county’s board of supervisors and a local advisory committee. In Nevada County, farmland of local importance is defined as farmland that does not meet the criteria of Prime Farmland, Statewide Importance or Unique Farmland; is typically zone designated as Residential Agricultural (RA), General Agricultural (AG), Agricultural Exclusive (AE), Forest (FR), or Timberland Production Zone (TPZ).

Would the project:	Potential Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✓	1, 2
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓	A, 3, 4
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resource Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				✓	A, 4
d. Result in the loss of forest land or conversion of forest land to non-forest use?				✓	A, 4

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
e. Involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				✓	A

Impact Discussion:

- 2a There is no presence of prime farmland, unique farmland, or farmland of State importance, nor the proposal of conversion if such, on the subject project parcel. Therefore, **no impact** to protected farmlands is anticipated.
- 2b There are no Williamson Act Contracts on the subject project parcel. The subject parcel has a zoning designation of Single-Family Residential, agricultural zoning is not tied to the property. Therefore, **no impact** to agricultural use or Williamson Act Contracts are anticipated.
- 2c,d,e The LWA planned development has existed since the 1970's. The project proposes to replace a building with a larger footprint to suit association maintenance needs. Replacement of aged buildings through building permit issuance has been ongoing since the 1970s, and no change of land use is requested. The subject project parcel does not have a forest or timberland zoning or existing uses on, or near, the vicinity of any forest land or timberland. There are no aspects of the project proposal that could result in conversion of farmland or forest land. Therefore, there is **no impact** to forest land or timberland.

Mitigation Measures: None required.

3. Air Quality

Existing Setting: Nevada County 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 proposed project is located in the Sierra Nevada foothills, within a rural area surrounded by low-density residential properties and overall GHG outputs are expected to be minimal. California is divided geographically into air basins for the purpose of managing the air resources of the State

on a regional basis. An air basin generally has similar meteorological and geographic conditions throughout. Nevada County and Placer County are both within the Mountain Counties Air Basin. Nevada County is within the jurisdiction of the Northern Sierra Air Quality Management District (NSAQMD), but the NSAQMD has not adopted thresholds of significance for greenhouse gases. However, Placer County Air Pollution District (APCD) has adopted thresholds of significance for greenhouse gases. Due to greenhouse gas emissions being not only a regional, but also a global concern, with the similarities between neighboring air districts, it was determined that the Placer APCD thresholds are a relevant standard for the determination of significance. The thresholds adopted by Placer County APCD include a bright-line threshold of 10,000 metric tons of Carbon dioxide equivalent per year and a De Minimis level of 1,100 metric tons of carbon dioxide per year (MT CO₂e/yr).

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 PM_{2.5}, and ozone) and the fire station in downtown Truckee (PM_{2.5} 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 PM_{2.5}. 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 PM_{2.5}, California only has a standard for average PM_{2.5} 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.

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

Table 1: Attainment Status by Northern Sierra Air Quality Management District of State and Federal Air Quality Standards. In addition, the entire district is either Attainment or Unclassified for all State and Federal NO₂, SO₂, Pb, H₂S, visibility reducing particles, sulfates, and vinyl chloride standards.

Pollutant	State Designation	Federal Designation
Ozone (O ₃)	Nevada County: Non-attainment (due to overwhelming transport)	<u>2008 O₃ Standard (75 ppb)</u> Western Nevada County: Serious Non-attainment; <u>2015 O₃ Standard (70 ppb)</u> Western Nevada County: Serious Non-attainment;
PM ₁₀	Nevada County: Non-attainment	Unclassified
PM _{2.5}	Nevada County: Unclassified	<u>2012 Annual Standard (12µg/m³)</u> Nevada County: Unclassifiable/Attainment <u>2012 24-hour Standard (35µg/m³)</u> Unclassifiable/Attainment
CO	Nevada: Unclassified	Unclassifiable/Attainment

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. The area of the project site is not mapped as an area that is likely to contain ultramafic rock (California Department of Conservation, 2000). Natural occurrences of asbestos are more likely to be encountered in, and immediately adjacent to areas of ultramafic rock.

Sensitive receptors are facilities where sensitive receptor population groups (children, the elderly, the acutely ill and the chronically ill) are likely to be located. These land uses include residences, schools, playgrounds, child-care centers, retirement homes, convalescent homes, hospitals and medical clinics. Noise-sensitive receptors in the project area include residential dwellings that are adjacent to the project corridor.

Would the project:	Potential 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, B, 15

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?		✓			A, B, 17, 18
c. Expose sensitive receptors to substantial pollutant concentrations?		✓			A, B, C
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?				✓	A, B

Impact Discussion:

3a,b,c Nevada County’s General Plan, Chapter 14 Air Quality Element, contains numerous policies to protect air quality in Nevada County. With the exception of General Plan Air Quality Element Policy 14.7A, which requires compliance with Northern Sierra Air Quality Management District (NSAQMD) Rule 226, the Nevada County General Plan Air Quality Element policies are intended to apply to development that generates new residents or new employees. By assessing air pollution and emissions associated with the proposed project and recommending mitigation measures based on thresholds of significance established by the NSAQMD, the project as proposed would comply with NSAQMD regulations.

The California Emissions Estimation Model (CalEEMod) provides a means to estimate potential emissions associated for both construction and operation of land use projects. The overall pollutant impact is expected to remain at a level that is less than significant, due to several factors including but not limited to: the proposed building construction will apply standard building permit requirements ensuring any new structures meet energy efficiency standards and implementation of **Mitigation Measure 3A**. Carbon dioxide (CO₂) is the main component of greenhouse gases and pollutants, and vehicles are a primary generator of CO₂. The thresholds adopted by Placer County APCD include a bright-line threshold of 10,000 metric tons of Carbon dioxide equivalent per year and a De Minimis level of 1,100 metric tons of carbon dioxide per year (MT CO₂e/yr). A respective estimate of esDe Minimis Level for the construction phase, estimated by comparison of previously processed projects similar nature via in work scope and size, of roughly 1,000 – 1,500 MT CO₂e/yr, represents an emissions level which is considered as less than cumulatively considerable and may be considered to be excluded from the further pollutant impact analysis. Cumulative impacts, evaluated by NSAQMD thresholds, are daily rather than cumulative. When construction occurs over longer periods of time, the impacts for criteria pollutants are distributed over a longer time and are generally less impactful. Due to the short temporary duration of construction, roughly three to five months, impacts are considered less than significant and to not trigger the need for an air analysis, per applicable regulations.

Nitrogen Oxide (NO_x) pollution is emitted by automobiles, trucks and various non-road vehicles (e.g., construction equipment) and is likely due to the compact and fast-paced construction schedule of the proposed project. Therefore, best management practices for construction emission controls should be implemented by this project for NO_x emissions

reductions, per **Mitigation Measure 3A**, which includes the use of the highest tier diesel engines available (Tier 4 final rule) and limiting idling time to less than 5 minutes. With the implementation of these measures, there will be a reduction in NOx to Level A impacts.

Particulate matter (PM10) emissions are due both to diesel engine exhaust from construction vehicles and quantities of earth movement included with the project. Suppression of dust, along with cleaner-running engines, will assist with lowering PM10 levels. The proposed project involves disturbance of 0.47-acres (20,587 square-feet), triggering the requirement for a Dust Control Plan to mitigate construction impacts on air quality, as required per the Northern Sierra Air Quality Management District, in association with anticipated grading permit submittals, see **Mitigation Measure 3B**. With implementation of a Dust Control Plan, PM10 levels will be reduced. Reasonable precautions would include watering vehicle traffic areas, as well as any stockpiled outdoor storage material, and limiting traffic speeds during construction. Such methods will be required to be noted on the improvement plans prior to approval.

The proposed project is not located near any known concentrations of ultramafic or asbestos-containing rock or soils. With implementation of **Mitigation Measures 3A**, the potential for this project to conflict with applicable air quality plans, violate any air quality standards during the construction phase, or expose sensitive receptors such as residents along the project area to substantial pollutant concentrations would be **less than significant with mitigation**.

- 3d The LWA planned development has existed since the 1970's. The project proposes to replace a building with a larger footprint to suit association maintenance needs. Projects similar to this proposal have occurred repetitiously via building permit issuance for aged facility buildings. Similar development projects have occurred numerous times within the LWA and there have been no past issues with type of work resulting in offending odors. Therefore, it is anticipated that the project would result in **no impact** related to exposing sensitive receptors to odors that could affect a substantial amount of people.

Mitigation Measures: 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: Reduce emissions during construction. The following are the minimum mitigation measures designed to help reduce project emissions related to construction. These measures shall be included as a note on all plans prior to issuance of all grading, improvement, and building permits:

1. The mobile off-road construction equipment in use at any time on the project shall be equipped with Tier 4 engines.
2. Construction equipment idling time shall be limited to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). 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.
3. 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).

Timing: Prior to issuance of grading and improvement permits

Reporting: Permit issuance

Responsible Agency: Planning Department / NSAQMD

Mitigation Measure 3B: 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. The plan shall include but not be limited to the following measures, which shall also be included on all construction plans:

1. The construction contractor shall implement all dust control measures in a timely manner during all phases of project construction.
2. All material excavated, stockpiled, or graded shall be sufficiently watered, treated, or covered to prevent fugitive dust from leaving the property boundaries and causing a public nuisance or a violation of an ambient air standard.
3. All land clearing, grading, earth moving, and excavation activities on the project shall be suspended as necessary to prevent excessive windblown dust when winds are expected to exceed 20 miles per hour.
4. All inactive disturbed portions of the disposal site shall be covered, seeded, or watered until a suitable cover is established per the requirements of the grading plan.
5. All material transported off-site shall be either sufficiently watered, or securely covered, or a freeboard of two feet shall be maintained in the bed of the transport vehicle to prevent fugitive dust emissions.
6. The construction contractor shall water the disposal site during initial site preparation and grading.
7. The construction contractor shall water unpaved construction roads for regular stabilization of dust emissions.
8. The construction contractor shall limit vehicle speeds on unpaved roads to a speed of 15 mph.
9. Paved streets adjacent to the project shall be swept or washed at the end of each day, or as needed to remove excessive accumulation of silt and/or mud which may have resulted from activities at the project site.

Timing: Prior to issuance of grading and improvement permits

Reporting: Permit issuance

Responsible Agency: Planning Department / NSAQMD

Mitigation Measure 3C: Use Alternative Methods to Open Burning for Vegetation Disposal. The following note shall be included on all grading and improvement plans: “Open burning of site-cleared vegetation is prohibited. Among suitable alternatives are chipping, grinding, hauling to an approved disposal site, cutting for firewood, and conversion to biomass fuel.”

Timing: Prior to issuance of grading and improvement permits

Reporting: Permit issuance

Responsible Agency: Planning Department / NSAQMD

4. Biological Resources

Existing Setting:

Lake Wildwood Public Works Facility

The Lake Wildwood Association (LWA) is a homeowner's community and was originally built as a Planned Development in the 1970s. The Lake Wildwood Association (LWA) is the owner of the subject parcel. The subject parcel is located within the gated community of Lake Wildwood, with access off Pleasant Valley Road, and is within the western portion of Nevada County. General topography of the subject property is characterized as relatively flat and gently sloping towards the west end and from south to north. Average elevation within the subject property is 1,300 feet above mean sea level. A small man-made drainage ditch runs adjacent to the northern access road into the western section of the project area and is located along the northern border of the project area, with runoff ending in the existing management system. There are no named or mapped streams/waterways within the project area, per National Wetland Inventory.

Within the Lake Wildwood community, there are neighborhoods of single-family residential homes and ancillary facilities to support the community. In the southern portion of Lake Wildwood, there is an existing Oaks Clubhouse. The clubhouse is a multi-use facility, suited with a bar/lounge, a golf pro-shop, administrative services and supporting parking lot. Adjacent to the existing development is the subject parcel of focus, a portion of the 18-hole golf course and existing Public Works facility are contained within the property. The aforementioned drainage runoff is directed towards the existing golf course management system. The facility is used to support maintenance functions of the association. The existing facility is currently comprised of an outdoor yard, the primary maintenance building, and accessory structures and individual parking lot for employees. The outdoor yard is used for storing bulk landscape materials bins and cargo containers for additional equipment storage, the maintenance building is comprised of related offices and additional garages for enclosed equipment storage. On the subject parcel, and surrounding the existing facility, is largely non-native vegetation and in sparse amounts. Although valuable as habitat for local wildlife, there is limited value for special-status species. Development plans outline three areas of protected oak resources, totaling approximately 1.50 acres of landmark grove canopy. Landmark groves are defined as native hardwood groves with 33%+ canopy closure (Nevada County, 2023). Area 1 (northern grove): is 0.60 acres in size, Area 2 (southern grove): is 1.35 acres in size, and Area 3 (western grove): is 0.55 acres in size. An estimated 35 trees are to be removed as part of the proposed project, 30 of which will be oak trees; the total of landmark grove canopy to be removed is estimated to be 0.40-acres. The remaining 1.10-acre of mapped landmark oak grove within the project area would remain intact and will not be impacted by the proposed project. Per Soil Survey Geographic Database (SSURGO) data for the project parcel, there are multiple soil types present. Three types of soil are present; Musick Sandy Loam, Trabuco Loam, Shenandoah Sandy Loam, and Horseshoe Gravelly Loam. The soils in surrounding areas are classified by SSURGO as primarily Trabuco Loam, no rock outcrops are present.

Special Status Species:

A current review of the California Natural Diversity Data Base and database information provided by the United States Fish and Wildlife Service were used for special status species consideration, as part of the Biological Resources Inventory. A total of four (4) special status species have been identified within three-miles of the project area:

- Brandegee's Clarkia (*Clarkia biloba* ssp. *brandegeae*)
- Western Pond Turtle (*Actinemys marmorata*)
- North American Porcupine (*Erethizon dorsatum*)
- Special status resident and migratory birds

Brandegee's Clarkia (*Clarkia biloba* ssp. *brandegeae*)

This plant predominant habitat includes chaparral, cismontane, and lower montane coniferous/mixed conifer forest habitats; often being sited between 75 and 915 meters above MSL. The species has been documented three-miles to the north of the project area, within the South Yuba State Park. Field surveys of the project site did not identify presence within the project area. It was noted that there was no suitable habitat for the species within the project area and that the likelihood of this species occurring within the project area may be considered very low.

Western pond turtle (*Emys marmorata*)

Western pond turtles may occur in the Project Area. While no records of turtle sightings have been documented in the pedestrian survey, turtles have been observed by residents in Lake Wildwood as well as the nearby golf course ponds; species identification has not been confirmed (e.g., western pond turtles versus red-eared slider [*Trachemys scripta elegans*]). The nearest confirmed western pond turtle observations are in Smartsville and Grass Valley (approximately 5 and 7 mi away, respectively) (Matuzak, 2023). There is limited suitable habitat, due to the developed surrounding area, within the project area.

North American Porcupine (*Erethizon dorsatum*)

Suitable forested areas for this species were not identified within, or directly adjacent, to the subject property. The species was previously identified within three-miles north of the project area in forested habitat near the South Yuba River. Field surveys of the project site did not identify presence within the project area and is unlikely to be present within the project area due to non-existing habitat being immediately available within the project area.

Special-status resident and migratory birds

Implementation is aimed to occur outside of the breeding season of the species that could occur in the vicinity of the Project Area, the project does involve ground disturbance and vegetation removal that could alter the long-term suitability of any nesting habitat in the project area. Noise or vibration from heavy equipment operation during development activities could temporarily disturb roosting birds or interrupt foraging behavior of individuals present in the immediate surroundings. However, injury or mortality caused by direct contact with heavy equipment is unlikely because excavation would only occur in open areas and adult birds are sufficiently mobile to avoid equipment. Ultimately, the project area represents marginal potential habitat for bird species protected under the Migratory Bird Treaty Act.

Furthermore, raptors, spotted towhee, and dark-eyed junco are unlikely to forage throughout most of the project area during implementation, due to the nature of construction activities. If timing of development activities are to be conducted within the project area during the nesting season (March 1st through August 31st) (Matuzak, 2023), a pre-construction nesting survey should be conducted to ensure risks to potential nesting habitats are avoided. At this point in time, it is estimated that project construction may begin in late May or early June, with a time frame of three to five months. Due to professional nesting surveys being required prior to construction, the project would have less-than significant impact with mitigation for special-status resident or migratory birds.

As part of the Use Permit application, a Management Plan application is required for the removal of landmark oak groves during anticipated development. A portion of tree removal, prior to project final approval, is proposed. A tree removal memo, discussing the legitimacy of need for tree removal prior to project approval, was provided by Principal Biologist, Greg Matuzak. Memo notes described tree canopies hanging over buildings and structures, posing safety concerns and as potential hazards for employees using large equipment below tree canopy areas.

As part of the Use Permit application, a Management Plan application is required for the removal of landmark oak groves. An in-lieu fee payment to the approved Bear Yuba Land Trust (BYLT) compensatory mitigation fund for protected oak resources, which specify that the fees paid will be used for offsite replanting of landmark grove(s) of native oak trees within Nevada County, is proposed as a compensatory mitigation. An administration fee is included in the current rates charged by BYLT to cover the BYLT costs associated with this option. The project applicant will purchase a 0.80-acre credit from BYLT as compensatory mitigation for the loss of 0.40-acres of landmark grove within the subject parcel. At a 2:1 required compensatory mitigation ratio, the purchase of a 1.2-acre credit from BYLT as compensatory mitigation for the loss of 0.40 acres of landmark grove within the subject parcel will offset the habitat values lost within the subject parcel. Therefore, the purchase of a 0.80-acre credit from BYLT is equivalent to compensating for 0.40-acres of landmark grove, a 2:1 ratio for the removal of 0.40-acres of landmark grove oak trees within the subject parcel, prior to receiving a Nevada County Planning Department approval for the proposed project. No further encroachment has been permitted. Any future construction on this property shall comply with non-disturbance standards and building setbacks as required per the Land Use and Development Code (LUDC).

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Have a substantial adverse effect, either 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?		✓			5
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?		✓			5
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?				✓	5

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
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?		✓			5
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		✓			4,5
f. Conflict with the provisions of an adopted Habitat Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓	5

Impact Discussion:

4a,b,d The California Department of Fish and Wildlife (CDFW) has jurisdiction over plant and wildlife species listed as threatened or endangered under section 2080 of the CDFW code. The California Endangered Species Act (CESA) prohibits take of listed threatened/endangered species. The CDFW may authorize the term *take* under CESA through section 2081 agreements. CDFW maintains lists for Candidate-Endangered Species and Candidate-Threatened Species. The project will not substantially interfere with movement of native or migratory fish. Although the project is within the range of the Western Pond Turtle, the North American Porcupine, and special status resident and migratory birds, the project will not require the removal of natural habitat. Based on the reconnaissance-level survey that was conducted as part of the provided biological inventory report, there is no suitable habitat for these species on or near the project site (Matuzak, 2023). No CESA candidate species, or protected species, have been documented within three-miles of the project area and the project area does not contain suitable habitat for any species protected under CESA (Matuzak, 2023). Additionally, there is no riparian habitat, federally protected wetlands, any sensitive natural communities on the project site.

The project construction will not have a substantial adverse effect via habitat modification from project construction. A total of four (4) special status species have been identified within three-miles of the project area, per the California Diversity Data Base (Matuzak, 2023). Project field surveys reported no presence of these species being present. The subject parcel site is already heavily disturbed from the existing uses, to include the nearby golf course, the existing parking lot, and nearby recreational clubhouse; which all immediately border the proposed project area. Although the project is within range for these species to exist, there is little to no existing suitable habitat available. Although suitable habitat may not be available, the removal of oak tree canopy does have the potential to impact nesting and migratory birds. With the implementation of **Mitigation Measure 4A**, it is recommended to require a nesting survey prior to any disturbance during the nesting season to identify nesting raptors and migratory bird's onsite to avoid impacts

to them. Additionally, **Mitigation 4D** establishes fencing around remaining oak to be protected from removal. Therefore, the development of the proposed project, as a whole, is not anticipated to result in a substantial adverse effect, either directly or through habitat modifications, on any species identified as a sensitive candidate, in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Therefore, the project would have **less than significant impact with mitigation** on special-status species or sensitive natural habitat.

- 4c The project area does not contain state or federally protected wetlands. The project area is a non-sensitive soils site. With development occurring within a pre-developed and non-sensitive site, the project would have **no impact** on federally protected wetlands.
- 4e The project plans do not conflict with any local policies or ordinances protecting biological resources, with application of a Resource Management Plan. As part of the Use Permit application, a Management Plan application is required for the removal of landmark oak groves during anticipated development. A portion of tree removal, prior to project final approval, is proposed. These trees are exempt due to the hazardous nature of the trees. No further encroachment has been permitted. Removal of landmark oak groves require mitigation, an in-lieu fee payment to the approved Bear Yuba Land Trust (BYLT) compensatory mitigation fund for protected oak resources, which specify that the fees paid will be used for offsite replanting of landmark grove(s) of native oak trees within Nevada County, is proposed as a compensatory mitigation. See **Mitigation 4B** and **4C** below. Any future construction on this property shall comply with non-disturbance standards and building setbacks as required per local development code. The project would have **less than significant impact with mitigation**.
- 4f No conservation plans currently include the project area. There would be **no impact**.

Mitigation Measure 4A: Avoid Impacts to Nesting 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.

- f) 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.
- g) Tree removal and construction shall not take place during the breeding season (March 1 – August 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.
- h) 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.
- i) 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.

- j) 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.

Mitigation Measure 4B: Oak Management Plan, Oak Protection Measures, & Compensatory Oak Mitigation.

This Oak Management Plan includes measures to minimize potential direct and indirect impact.

The Landmark Oak trees identified as shown on the Comprehensive Master Plan Site Plan, shall be mapped and identified as Landmark Oak trees on all future improvement/grading/construction plans to ensure their protection from future disturbance. The following note shall be included: "No disturbance is allowed within the driplines of Landmark Oak trees, unless a Management Plan is approved." The Oak Resources Management Plan shall detail the proposed impacts and the compensatory mitigation strategy to fully compensate for the impacts and/or removal of such protected oak resources. Additionally, the Oak Resources Management Plan shall include protection measures for work immediately adjacent to protect oak resources.

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 4C: Landmark Oak Grove Compensation.

The removal of 0.40-acres of Landmark Oak groves can be compensated by contributing to the Bear Yuba Land Trust's "Oak Woodland Conservation Fund Plan" for the loss or disturbance of Landmark Oak Groves within Nevada County. To mitigate for impacts to Landmark Oak Groves, the project applicant shall pay an in-lieu fee to the Bear Yuba Land Trust according to the 2:1 mitigation ratio fee schedule for the loss of 0.40-acres, along with any required administrative fees. A receipt demonstrating payment of the fee shall be submitted to the Planning Department prior to issuance of grading permits.

Timing: *Prior to grading permit issuance*

Reporting: *Agency approval of permits or plans*

Responsible Agency: *Planning Department*

Mitigation Measure 4D: Establish ESA Fencing for Oak Woodlands to be Protected During Construction.

The following note shall appear on all grading permit plans: Prior to construction, install protective fencing around environmentally sensitive areas (ESAs) to protect the adjacent, remaining oak groves from disturbance from trucks and other heavy equipment operating the project area to ensure that they are protected from any further damage.

Timing: Prior to grading permit issuance

Reporting: Agency approval of permits or plans

Responsible Agency: Planning Department

5. Cultural Resources

Existing Setting:

In the project area, ancestral indigenous use of the area may have focused on gathering and hunting for native wildlife. All of the project area is situated within gently sloped lands, the entire area having been impacted by development the past 100± years. Previous archaeological surveys of the area and development on lands in the immediate vicinity with similar characteristics have not yielded cultural resources. Furthermore, decades of residential construction and related development at Lake Wildwood have not identified archaeological resources. Initial construction of the community began in 1976, per filed building permit records. The community has been built upon since then as a planned development subdivision, pre-dating any mandated protections for cultural resources. The concept for an existing use on the subject property, a replacement for existing structures at the time, included a 16,400± square foot clubhouse facility, 1,127± square foot golf pro shop, a 4,000± square foot commercial kitchen and restaurant, and 3,000± square foot associated offices, per Use Permit approval (U15-001) occurred in 2015. With the maintenance facility and light industrial outdoor yard existing prior to this. The subject project parcel, and specific project area, is currently developed with a light industrial outdoor storage yard, maintenance building with offices, an associated parking lot, accessory structures for use storage, as well as an immediate recreational golf course and multi-use clubhouse for community members. The ground of the existing project parcel is comprised of compacted ground and gravel, outdoor storage piles of natural earth materials, asphalt, landscape berms, and building foot prints.

Due to decades of intense development, it is unlikely that buried cultural materials related to prehistoric occupation are present at the project sites.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?		✓			6
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		✓			6
c. Disturb any human remains, including those interred outside of formal cemeteries?		✓			6

Impact Discussion:

5a-c The proposed project is located within an existing developed parcel of Lake Wildwood, containing the existing Public Works maintenance Facility and partially containing a portion of the golf course. No historic-era resources have been identified on site or within the vicinity of the project area. No other prehistoric, or archaeological resources were discovered during cultural resources inventory surveys. Respective tribes were routed the project for comment, no request for consultation were received. Potential for unanticipated discovery of cultural resources, including historic, pre-historic, and paleontological resources during project construction remains a possibility. This impact would be **less than significant with mitigation**.

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

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

Timing: *Prior to the issuance of building/grading permits and during construction*

Reporting: *Agency approval of permits or plans*

Responsible Agency: *Planning Department*

6. Energy

Existing Setting: On February 12, 2019, the Nevada County Board of Supervisors approved the Energy Action Plan (EAP) as the County’s unincorporated area’s roadmap for expanding energy-efficiency, water-efficiency, and renewable-energy, and the cost-savings that accompany these efforts. The EAP is focused on operations of structures, infrastructure that generates energy, and efficient use of water.

The California Building Code (CBC) regulates the use, properties, performance, and types of materials used in the construction, alteration, improvement, repair, or rehabilitation of a building or other improvement to real property. The CBC includes mandatory green building standards for residential and nonresidential structures, the most recent version of which is referred to as the 2022 Building Energy Efficiency Standards (also referred to as CALGreen). These standards focus on four key areas: smart residential photovoltaic systems, updated thermal envelope standards

(preventing heat transfer from the interior to the exterior and vice versa), residential and nonresidential ventilation requirements, and non-residential lighting requirements.

In 2012, the California Air Resources Board (CARB) adopted the Advanced Clean Cars program in coordination with the Environmental Protection Agency (EPA) and National Highway Traffic Safety Administration. The program created a set of requirements for vehicle model years 2015 through 2025 that controls smog causing pollutants and GHG emissions. The goals of the program are to promote development of higher energy efficiency passenger cars and other vehicles and create financial savings for consumers through lowered fuel consumption.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during construction or operation?			✓		A
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			✓		A,7

Impact Discussion:

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

Mitigation: None required.

7. Geology and Soils

Existing Setting: The project area is generally flat with little to no slopes or moderate changes in elevation. The elevation of the immediate project area is approximately 1,300 feet. The elevation is approximately 1,300 feet at the previously developed areas of the parcel, gently decreasing to 1,260-1,270 feet around the project area perimeter, surrounded by the existing golf course. Per Soil Survey Geographic Database (SSURGO) data for the project parcel, there are multiple soil types present. Specifically, four soil types are present; Musick Sandy Loam, Trabuco Loam, Shenandoah Sandy Loam, and Horseshoe Gravelly Loam. The soils in surrounding areas are classified by Natural Resources Conservation Service (NRCS), as primarily Shenandoah Sandy Loam, no rock outcrops are present. Shenandoah Sandy Loam with 2-15% slopes constitutes the majority of the project area, with small areas of Musick Sandy Loam with 15-50% slopes and Trabuco loam with 5-15% slopes. The Trabuco series consists of well-drained soils underlain by

weathered granodiorite. These soils occur in the middle part of the foothills and are gently rolling to steep. Trabuco loam has medium runoff and moderate to high hazard of erosion depending on the slope. The Trabuco series has a moderate shrink-swell potential with about 35% mixed clays composition. Removed fill will be added to earth berms adjacent in the lower yard of the project area to balance the site.

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 not within an Alquist-Priolo Earthquake Fault Zone, and there are no known faults that cross through the project site. Generally, western Nevada County is located in the low intensity zone for earthquake severity. The area has not been evaluated by the California Geologic Survey for liquefaction hazards or seismic landslide hazards.

There are no known unique paleontological resources or sites or unique geologic features in the project area.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Directly or indirectly cause potential substantial adverse effects, including risk of loss, injury or death involving: <ul style="list-style-type: none"> 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? 				✓	9, 10
b. Result in substantial soil erosion or the loss of topsoil?		✓			8, 10
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?		✓			8, 10
d. Be located on expansive soil creating substantial direct or indirect risks to life or property?		✓			8, 10
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?				✓	8, 10

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✓			8

Impact Discussion:

7a The project site is not within an Alquist-Priolo Earthquake Fault Zone, and there are no known faults that cross through the project site. Generally, western Nevada County is located in the low intensity zone for earthquake severity. The project does not propose any deep excavation or construction work, focused instead on grading and flattening. Geotechnical services were contracted through NV5, NV5 developed the code-based seismic design parameters in accordance with Section 1613 of the 2022 California Building Code (CBC), and the Structural Engineers Association of California (SEAOC) and California Office of Statewide Health Planning and Development (OSHPD) Seismic Design Maps web application. Therefore, there is **no impact** for impacts to rupture of known earthquake faults, seismic ground shaking, seismic-related ground failure and landslides.

7b Preliminary earthwork anticipated entails a cut of 600 cubic yards and fill of 245 cubic yards. Hardscape, building sections and clearing loss encompass 1,250 cubic yards. Net earthwork totals 1,605 cubic yards. Direct or indirect cause for substantial soil erosion or loss of topsoil is unlikely, as the project parcel is already disturbed and is devoid of topsoil. Little to no topsoil is to be excavated, further limiting potential for erosion, in addition to standard erosion control measures. Previous construction activities, conducted within the project area, were conducted with grading permits and have complied with both local and State erosion control guidelines. NV5, previously Holdrege and Kull, performed the geotechnical engineering services at the site during the design and construction of the existing clubhouse in 2015. NV5 pointed to the presence of potential undocumented fill in the footprint of some proposed structures and the presence of resistant soil at relatively shallow depths. Existing soil conditions on site possess a low to moderate corrosion potential for uncoated steel and a moderate to high corrosion potential for concrete. NV5 professional opinion concluded that the site is suitable for the proposed improvements, provided that the engineering recommendations within their report are to be incorporated into project plans. Provided recommendations include **Mitigation Measure 7A through 7K** requiring erosion control measures, therefore, there would be **less than significant impact with mitigation**.

7c,d The soils on site have been graded and built upon, in numerous instances, without incident, for many years. A grading permit is required and entails measures for compaction, maximum grades, and erosion control; to ensure that soils will remain stable on the site. Existing buildings are proposed to be entirely removed before necessary grading activities commence. A Geotechnical report was provided by NV5, covering potential for unstable soils and how to properly mitigate this through standard construction design criteria. The potential for on/off-site landslide, lateral spreading, liquefaction, or collapse is highly unlikely; as proper and standard construction design criteria will be adhered to. Many recommendations were made regarding construction measures and foundation design to ensure geotechnical stability. With the recommendations and design criteria presented in

the report, the site is suitable for the proposed improvements. Additionally, there is no evidence or history of expansive soils on either site. Therefore, impacts related to expansive or unstable soils are ***less than significant impact with mitigation***.

- 7e The project area is served by municipal sewer and does not propose any septic tanks or alternative wastewater disposal systems. Therefore, there is **no impact** related to soils needed to serve septic systems.
- 7f There is no evidence of paleontological resources in the project area. Infrastructure used to support the existing building, is existing currently. However, **Mitigation Measures 5A** described in Section 5 above, would require construction to be halted in the unlikely event that there is a discovery of cultural resources, including historic, prehistoric, tribal, and paleontological resources so that any paleontological resources can be evaluated and protected. There are no unique geological features in the project area. Therefore, impacts to paleontological resources and unique geological features is ***less than significant with mitigation***.

Mitigation Measures: To mitigate unexpected soils presence and impacts from project grading and construction, both on-and off-site, the following mitigation measures, in addition to **Mitigation Measures 5A**, shall be required:

Mitigation Measure 7A: Soil Clearing and Grubbing. The areas to be graded should be cleared and grubbed to remove vegetation and other deleterious materials as described below.

1. Strip and remove debris from clearing operations and the top 3 to 4 inches of soil containing shallow vegetation, roots and other deleterious materials. The organic topsoil can be stockpiled onsite and used in landscape areas but is not suitable for use as fill. The project geotechnical engineer should approve any proposed use of the spoil generated from stripping prior to placement.
2. Overexcavate any relatively loose debris and soil that is encountered in our exploratory trenches or any other onsite excavations to underlying, competent material. Possible excavations include exploratory trenches excavated by others, mantles or soil test pits, holes resulting from tree stump or boulder removal, and mining relics.
3. If loose, untested fill is encountered during site development, overexcavate to competent native soil or weathered rock a minimum of 5 feet beyond the areas of proposed improvements.
4. Overexcavate any encountered leach lines, abandoned sewer, water, and fuel lines, and loose soil in abandoned subsurface utility line trenches within the proposed improvement areas to underlying competent soil, as determined by a representative of NV5.
5. Remove rocks greater than 8 inches in greatest dimension (oversized rock) from native soil by scarifying to a depth of 12 inches below finish grade in areas to support pavement, slabs-on- grade or other flatwork. Oversized rock may be used in landscape areas, rock landscape walls, or removed from the site. Oversized rock can be stockpiled onsite and used to construct fills, but must be placed at or near the bottom of deep fills and must be placed in windrows to avoid nesting. No

oversized rock should be placed in the upper 3 feet of any structural fill. Unless used as rip-rap, oversized rock placed in fill should not be located within 5 feet horizontally of the finished fill slope face. The project geotechnical engineer should approve the use of oversized rock prior to constructing fill.

6. Fine grained, potentially expansive soil, as determined by NV5, that is encountered during grading should be mixed with granular soil, or overexcavated and stockpiled for removal from the project site or for later use in landscape areas. A typical mixing ratio for granular to expansive soil is 4 to 1. The actual mixing ratio should be determined by NV5.
7. Vegetation, deleterious materials, structural debris, and oversized rocks not used in landscape areas, drainage channels, or other non-structural uses should be removed from the site.

Timing: *Prior to issuance of grading or improvement permits.*

Reporting: *Approval of permits or plans*

Responsible Agency: *Building Department*

Mitigation Measure 7B: Existing Fill. It is anticipated that the presence of existing untested fill within the proposed improvement areas (encountered in trenches T-3 and T-4) may be present. Loose fill beneath footings may contribute to future differential settlement-induced distress. NV5 opinion is that the existing fill should not be relied upon to support the proposed improvements without mitigation, as described in the following paragraphs.

1. Options to mitigate existing fill and loose subsurface conditions include the use of deepened footings, mat foundations, or fill overexcavation and replacement. Based on the proposed use of concrete structures and slabs-on-grade, we anticipate that fill overexcavation and re-compaction would likely be a more cost effective and reliable approach to mitigating the existing fill. NV5 can provide design recommendations and settlement analysis for alternative foundation systems, if requested.
2. Relatively loose fill, within and a minimum of 5 feet beyond the proposed structure footprints, shall be overexcavated and stockpiled onsite. The depth of the overexcavation should extend through all loose soil to competent native soil or rock. The fill shall be replaced and compacted using the recommendations presented in the “Fill Placement” sections of this report.

Timing: *Prior to issuance of grading or improvement permits.*

Reporting: *Approval of permits or plans*

Responsible Agency: *Building Department*

Mitigation Measure 7C: Cut Slope Grading. NV5 anticipates that permanent cut slopes up to 5 feet in height will be created during grading of the proposed improvements. In general, permanent cut slopes should not be steeper than 2:1, horizontal to vertical (H:V). Steeper cut slopes may be feasible, depending on the soil/rock conditions encountered and should be reviewed on a case-by-case basis. The upper two feet of all cut slopes should be graded to an approximate 2:1, H:V, slope to reduce sloughing and erosion of looser surface soil.

1. Temporary cut slopes may be constructed to facilitate retaining wall construction. We anticipate that subsurface conditions will be favorable for construction of temporary cut slopes no steeper than ½:1, H:V, for a maximum height of

approximately 6 feet. To reduce the likelihood of sloughing or failure, temporary cut slopes should not remain over the winter.

2. A representative of NV5 must observe temporary cut slopes steeper than 2:1, H:V, during grading to confirm the soil and rock conditions encountered. We recommend that personnel not be allowed between the cut slope and the proposed retaining structure, form work, grading equipment, or parked vehicles during construction, unless the stability of the slope has been reviewed by NV5 or the slope has been confirmed to meet OSHA excavation standards.

Timing: *Prior to issuance of grading or improvement permits.*

Reporting: *Approval of permits or plans*

Responsible Agency: *Building Department*

Mitigation Measure 7D: Soil Preparation for Fill Placement. Where fill placement is proposed, the surface soil exposed by site clearing and grubbing should be prepared as described below:

1. The surface soil should be scarified to a minimum depth of 12 inches below the existing ground surface, or to resistant rock, whichever is shallower. Following scarification, the soil should be uniformly moisture conditioned to within approximately 3 percentage points of the ASTM D1557 optimum moisture content.
2. The scarified and moisture conditioned soil should then be compacted to achieve a minimum relative compaction of 90 percent based on ASTM D1557 maximum dry density. The moisture content, density, and relative percent compaction should be verified by a representative of NV5. The earthwork contractor should assist our representative by excavating test pads with onsite earth moving equipment.
3. Where fill placement is proposed on native slopes steeper than approximately 5:1, H:V, a base key and routine benches must be provided. Unless otherwise recommended by the project geotechnical engineer, the base key should be excavated at the toe of the fill a minimum of 2 feet into competent stratum, as determined by a representative of NV5 during construction observation. The bottom of the base key should be sloped slightly into the hillside at an approximate gradient of 5 percent or greater.
4. The fill must be benched into existing side slopes as fill placement progresses. Benching must extend through loose surface soil into firm material, and at intervals such that no loose surface soil is beneath the fill. As a minimum, a horizontal bench should be excavated every 5 vertical feet or as determined by a representative of NV5.

Timing: *Prior to issuance of grading or improvement permits.*

Reporting: *Approval of permits or plans*

Responsible Agency: *Building Department*

Mitigation Measure 7E: Fill Placement. Soil fill placement proposed for the project should incorporate the following recommendations:

1. Soil used for fill should consist of uncontaminated, predominantly granular, non-expansive native soil or approved import soil. If encountered, rock used in fill should be broken into pieces no larger than 8 inches in diameter. Rocks larger than 8 inches are considered oversized material and should be stockpiled for off-haul or

later use in landscape areas and drainage channels. If approved by the project geotechnical engineer, oversized rock may be placed at or near the bottom of deep fills. Oversized rock must be placed in windrows to avoid nesting and to facilitate the placement of compacted fill. No oversized rock should be placed in the upper 3 feet of any structural fill. The project geotechnical engineer should approve the use of oversized rock prior to constructing fill.

2. Import soil should be predominantly granular, non-expansive and free of deleterious material. Import material that is proposed for use onsite should be submitted to NV5 for approval and possible laboratory testing at least 72 hours prior to transport to the site.
3. Cohesive, predominantly fine grained, or potentially expansive soil encountered during grading should be stockpiled for removal, mixed as directed by NV5, or used in landscape areas. As an option, cohesive fine grained, or potentially expansive soil can often be placed in the deeper portions of proposed fill (e.g., depths greater than 3 feet below subgrade in building footprints). However, this option would have to be evaluated on a case-by-case basis with consideration of the fill depth and proposed loading.
4. Soil used to construct fill should be uniformly moisture conditioned to within approximately 3 percentage points of the ASTM D1557 optimum moisture content. Wet soil may need to be air dried or mixed with drier material to facilitate placement and compaction, particularly during or following the wet season.
5. Fill should be constructed by placing uniformly moisture conditioned soil in maximum 8-inch- thick loose, horizontal lifts (layers) prior to compacting.
6. All fill should be compacted to a minimum relative compaction of 90 percent of the ASTM D1557 maximum dry density. The upper 12 inches of fill in paved areas, beneath proposed slabs-on- grade, and within the proposed building footprint should be compacted to a minimum of 95 percent relative compaction.

Timing: *Prior to issuance of grading or improvement permits.*

Reporting: *Approval of permits or plans*

Responsible Agency: *Building Department*

Mitigation Measure 7F: Differential Fill Depth. The recommendations presented in this section are intended to reduce the magnitude of differential settlement-induced structural distress associated with variable fill depth beneath structures.

1. Site grading should be performed so that cut-fill transition lines do not occur directly beneath any structures. The cut portion of the cut-fill building pads, if proposed, should be scarified to a minimum depth of 8 inches, and recompacted to 95 percent relative compaction.
2. Differential fill depths beneath structures should not exceed 5 feet. For example, if the maximum fill depth is 8 feet across a building pad, the minimum fill depth beneath that pad should not be less than 3 feet. If a cut-fill building pad is used in this example, the cut portion would need to be over excavated 3 feet and rebuilt with compacted fill.

Timing: *Prior to issuance of grading or improvement permits.*

Reporting: *Approval of permits or plans*

Responsible Agency: *Building Department*

Mitigation Measure 7G: Fill Slope Grading. Slopes up to 6 feet in height will be created as part of the proposed improvements. In general, permanent fill slopes created onsite should be no steeper than 2:1, H:V. NV5 should review fill slope configurations greater than approximately 10 feet in height, if proposed, prior to fill placement. Compaction and fill slope grading must be confirmed by NV5 in the field.

Fill should be placed in horizontal lifts to the lines and grades shown on the project plans. Slopes should be constructed by overbuilding the slope face and then cutting it back to the design slope gradient. Fill slopes should not be constructed or extended horizontally by placing soil on an existing slope face and/or compacted by track walking.

Where placement of oversized rock in deep fill is proposed, the oversized rock should be placed a minimum of 5 feet horizontally from the finished fill slope face.

Timing: *Prior to issuance of grading or improvement permits.*

Reporting: *Approval of permits or plans*

Responsible Agency: *Building Department*

Mitigation Measure 7H: Erosion Control Measures. To ensure adequate protection of water quality during and after project activities, the project manager shall provide labor, materials, and equipment to maintain and protect exposed soil from wind and water erosion in the following manner:

1. Prior to commencement of work, fiber rolls should be installed down slope of the proposed area of disturbance to reduce migration of sediment from the site. Fiber rolls on slopes are intended to reduce sediment discharge from disturbed areas, reduce the velocity of water flow, and aid in the overall revegetation of slopes. The fiber rolls should remain in place until construction activity is complete and vegetation becomes established.
2. All soil exposed in permanent slope faces should be hydroseeded or hand seeded/strawed with an approximate seed mixture compatible with the soil and climate conditions of the site as recommended by the local Resource Conservation District.
3. Following seeding, jute netting or erosion control blankets should be placed and secured over the slopes steeper than 2:1, H.V.
4. Surface water drainage ditches should be established as necessary to intercept and redirect concentrated surface water away from cut and fill slope faces. Under no circumstances should concentrated water be directed over slope faces. The intercepted water should be discharged into natural drainage courses or into other collection and disposal structures.

Timing: *Prior to issuance of grading or improvement permits.*

Reporting: *Approval of permits or plans*

Responsible Agency: *Building Department*

Mitigation Measure 7I: Underground Utility Trenches. Underground utility trenches should be excavated and backfilled as described below:

1. Based on subsurface conditions observed in our exploratory trenches, resistant soil at shallow depths may limit utility trench excavations. Pre-ripping of the trench

- alignment may be required, particularly if utility trench excavations are deeper than five feet.
2. The California Occupational Safety and Health Administration (OSHA) requires all utility trenches deeper than 4 feet bgs be shored with bracing equipment prior to being entered by any individuals, whether or not they are associated with the project.
 3. We anticipate that shallow subsurface seepage may be encountered, particularly if utility trenches are excavated during the winter, spring, or early summer. The earthwork contractor may need to employ dewatering methods as discussed in Section 5.1.11 Construction Dewatering section on page 15 to excavate, place and compact the trench backfill materials.
 4. Trench backfill used within the bedding and shading zones should consist of ¾-inch minus crushed rock, granular material with a sand equivalent greater than 30, or similar material approved by the project engineer.
 5. Soil used as trench backfill should consist of non-expansive soil with a plasticity index (PI) less than or equal to 15 and should not contain rocks greater than 3 inches in greatest dimension unless otherwise approved by the geotechnical engineer.
 6. Where utility trenches will intersect perimeter footings or pass within the proposed building footprint, we recommend that a low permeability backfill plug be placed to reduce water migration and infiltration. In general, a low permeability, predominantly fine-grained soil backfill, sand-cement slurry, or other approved material should be placed within five feet of the building exterior.
 7. Trench backfill should be constructed by placing uniformly moisture conditioned soil in maximum 12-inch-thick loose lifts prior to compacting.
 8. Trench backfill should be compacted to a minimum relative compaction of 90 percent of the ASTM D1557 maximum dry density. In areas of proposed pavement or concrete flatwork, the upper 12 inches of backfill should be compacted to a minimum relative compaction of 95 percent of the ASTM D1557 maximum dry density. Jetting is not an acceptable method of compacting trench backfill or bedding sand.
 9. The loose lift thickness, moisture, density and relative compaction of the trench backfill soil should be observed by a representative of NV5 during placement.
 10. Construction quality assurance tests should be performed at a frequency determined by the project geotechnical engineer. Where trench backfill is placed at depths greater than approximately 4 feet, or where potentially unstable sidewall conditions exist, shoring may need to be provided by the contractor to facilitate compaction testing. If shoring is not provided or unsafe conditions are encountered, full time observation will likely be required to confirm compactive effort.

Timing: *Prior to issuance of grading or improvement permits.*

Reporting: *Approval of permits or plans*

Responsible Agency: *Building Department*

Mitigation Measure 7J: Surface Water Drainage. Proper surface water drainage is important to the successful development of the project. The following measures are recommended to mitigate surface water drainage problems:

1. Slope final grades in structural areas so that surface water drains away from building pad finish subgrade at a minimum 2 percent slope for a minimum distance of 10 feet. For structures utilizing slab-on-grade interior floor systems we recommend increasing the slope to 4 percent.
2. To reduce surface water infiltration, compact and slope all soil placed adjacent to building foundations such that water is not allowed to pond. Backfill should be free of deleterious materials.
3. Direct downspouts to positive drainage or a closed collector pipe that discharges flow to positive drainage.
4. Construct V-ditches at the top of cut and fill slopes where necessary to reduce concentrated surface water flow over slope faces. Typically, V-ditches should be 3 feet wide and at least 6 inches deep. Surface water collected in V-ditches should be directed away and downslope from proposed building pads and driveways into a drainage channel.

Timing: Prior to issuance of grading or improvement permits.

Reporting: Approval of permits or plans

Responsible Agency: Building Department

Mitigation Measure 7K: Grading Plan Review and Construction Monitoring. Proper surface water drainage is important to the successful development of the project. The following measures are recommended to mitigate surface water drainage problems:

1. NV5 should be retained to review the final grading plans prior to construction to confirm our understanding of the project at the time of our investigation, to determine whether our recommendations have been implemented, and to provide additional and/or modified recommendations, if necessary.
2. NV5 should be retained to perform construction quality assurance (CQA) monitoring of all earthwork grading performed by the contractor to determine whether our recommendations have been implemented, and if necessary, provide additional and/or modified recommendations.

Timing: Prior to issuance of grading or improvement permits.

Reporting: Approval of permits or plans

Responsible Agency: Building Department

8. Greenhouse Gas Emissions

Existing Setting: Global climate change refers to changes in average climatic conditions on the earth as a whole, including temperature, wind patterns, precipitation and storms. Global warming, a related concept, is the observed increase in the average temperature of the earth's surface and atmosphere. One identified cause of global warming is an increase of greenhouse gases (GHGs) in the atmosphere. Greenhouse gases (GHGs) are those gases that trap heat in the atmosphere. GHGs are emitted by natural and industrial processes, and the accumulation of GHGs in the atmosphere regulates the earth's temperature. Events and activities, such as the industrial revolution and the increased combustion of fossil fuels (e.g. gasoline, diesel, coal, etc.), are believed to have contributed to the increase in atmospheric levels of GHGs. GHGs that are regulated by the State and/or EPA are carbon dioxide (CO₂), methane (CH₄), hydrofluorocarbons

(HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF6) and nitrous oxide (NO2). Emission inventories typically focus on GHG emissions due to human activities only, and compile data to estimate emissions from industrial, commercial, transportation, domestic, forestry, and agriculture activities. CO2 emissions are largely from fossil fuel combustion and electricity generation. Agriculture is a major source of both methane and NO2, with additional methane coming primarily from landfills. Most HFC emissions come from refrigerants, solvents, propellant agents, and industrial processes, and persist in the atmosphere for longer periods of time and have greater effects at lower concentrations compared to CO2. Global warming adversely impacts air quality, water supply, ecosystem balance, sea level rise (flooding), fire hazards, and causes an increase in health-related problems.

To reduce emissions of greenhouse gases, the California Legislature enacted AB 32 (AB 32) which is referred to as the California Global Warming Solutions Act of 2006 (September 27, 2006). AB 32 provided initial direction on creating a comprehensive, multiyear program to limit California’s GHG emissions at 1990 levels by 2020, and initiate the transformations required to achieve the state’s long-range climate objectives. In April 2015, the California Air Resources Board issued Executive Order B-30-15 to set an interim target goal of reducing GHG emissions to 40 percent below 1990 levels by 2030 to keep California on its trajectory toward meeting or exceeding the long-term goal of reducing GHG emissions to 80 percent below 1990 levels by 2050 as set forth in EO S-3-05. SB 32, enacted in 2016, codified the 2030 the emissions reduction goal of CARB Executive Order B-30-15.

In addition, the Governor signed Senate Bill 97 in 2007 directing the California Office of Planning and Research to develop guidelines for the analysis and mitigation of the effects of greenhouse gas emissions and mandating that GHG impacts be evaluated in CEQA documents. CEQA Guidelines Amendments for GHG Emissions were adopted by OPR on December 30, 2009. The Northern Sierra Air Quality Management District (NSAQMD) has prepared a guidance document, Guidelines for Assessing Air Quality Impacts of Land Use Projects, which includes mitigations for general air quality impacts that can be used to mitigate GHG emissions when necessary. Continuing to reduce greenhouse gas emissions is critical for the protection of all areas of the state, but especially for the state’s most disadvantaged communities, as those communities are affected first, and, most frequently, by the adverse impacts of climate change, including an increased frequency of extreme weather events, such as drought, heat, and flooding.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓		A, B, 12
b. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?			✓		A, B

Impact Discussion:

8a,b The project is not expected to generate greenhouse gases that would result in significant environmental impacts or that would be in conflict with plans for greenhouse gas reductions. Carbon dioxide (CO2) is the main component of greenhouse gases, and

vehicles are a primary generator of CO₂. Due to the project being a replacement of an existing building, high levels of greenhouse gas emissions are not anticipated. The proposed project is located in the Sierra Nevada foothills, within a rural area surrounded by low-density residential properties and overall GHG outputs are expected to be minimal. California is divided geographically into air basins for the purpose of managing the air resources of the State on a regional basis. An air basin generally has similar meteorological and geographic conditions throughout. Nevada County and Placer County are both within the Mountain Counties Air Basin. Nevada County is within the jurisdiction of the Northern Sierra Air Quality Management District (NSAQMD), but the NSAQMD has not adopted thresholds of significance for greenhouse gases. However, Placer County Air Pollution District (APCD) has adopted thresholds of significance for greenhouse gases. Due to greenhouse gas emissions being not only a regional, but also a global concern, with the similarities between neighboring air districts, it was determined that the Placer APCD thresholds are a relevant standard for the determination of significance. The thresholds adopted by Placer County APCD include a bright-line threshold of 10,000 metric tons of Carbon dioxide equivalent per year and a De Minimis level of 1,100 metric tons of carbon dioxide per year (MT CO₂e/yr). A De Minimis Level for the operational phases of 1,100 MT CO₂e/yr represents an emissions level which can be considered as less than cumulatively considerable and be excluded from the further GHG impact analysis.

The overall GHG impact is expected to remain at a level that is less than significant, due to several factors including but not limited to: the proposed building construction will apply standard building permit requirements, ensuring any new structures meet energy efficiency standards; adherence to **Mitigation Measure 3A** which requires construction equipment in use to utilize Tier 4 engines or clear, and equipment idle times to be less than 5 minutes, and because the proposed development is a replacement of an existing land use. Due to the nature and size of the project, to include the temporary construction period, greenhouse gas emissions from the project are expected to be below both of the greenhouse gas significance thresholds, with respect to the produced De Minimis Level that is considered to be less than cumulatively considerable, that have been evaluated using the California Emissions Estimator Model; the overall GHG impact is expected to remain at a level that is ***less than significant***.

Mitigation Measures: In order to reduce the greenhouse gas emissions impacts from this project, **Mitigation Measure 3A** is required.

9. Hazards and Hazardous Materials

Existing Setting: Health and safety issues apply to construction works and members of the public who would be exposed to hazardous materials and physical conditions associated with the presence of construction equipment and excavation in area of sensitive land uses. There are a variety of state and federal regulations that apply to construction projects for the protection of health and safety. No existing or proposed schools are located within one-quarter mile of the project area. The project area is not within an airport land use plan of within two miles of a public airport or public use airport or in the vicinity of a private airstrip.

The Hazardous Waste and Substances Site List (Cortese List) is a planning database used by the State and local agencies to comply with the CEQA requirements in providing information about the

location of hazardous materials release site. Government Code Section requires the California Environmental Protection Agency to develop at least annually an updated Cortese List. The Department of Toxic Substances Control (DTSC) is responsible for a portion of the information contained in the Cortese List. Other State and local government agencies are required to provide additional hazardous material release information for the Cortese List. DTSC's Brownfields and Environmental Restoration Program (Cleanup Program) EnviroStor database provides DTSC's component of the Cortese List by identifying State Response and/or Federal Superfund sites and Backlog sites listed under Health and Safety Code Section 25356, In addition, DTSC's Cortese List includes Certified with Operation and Maintenance sites.

As part of project submittal, a Hazardous Materials Inventory Statement was collected on behalf of the applicant. The application does notate that hazardous waste will be generated from the facility, as a result from the project. As part of being a maintenance facility, using large equipment that requires fuel and tending to many aspects of a private community, the generation of hazardous waste is not atypical. Per California Environmental Reporting System (CERS), the facility is a Hazardous Waste Generator, the facility does store above ground tanks of 1,320 gallons of petroleum products, including the storage of hazardous material above 55 gallons for liquids, 500 pounds for solids, and/or 200 cubic feet for compressed gases. The project parcel currently has an active CUPA (HMP, Hazardous waste, and APSA) Permit, regulating the existing stored and to be used, hazardous materials and chemicals. The project parcel also has an active Spill Prevention, Control, and Countermeasure Plan (SPCC). The breakdown of the aforementioned and proposed hazardous materials, in conjunction with new on site building configurations, is as follows:

Stored in Maintenance Yard

Nature Tech 5-2-3 (fertilizer)- Component name: Poultry Manure. Maximum Daily of 2000 pounds. Stored in steel drum container. Stored in container.
Pervade (soil amendment)- Component name: Buffers, couplers, and stabilizers. Maximum Daily of 55 gallons. Stored in plastic drum.

Stored in Maintenance Building

Waste Motor Oil- Daily of 55 gallons. Stored in steel drum.
Waste Anti-freeze- Maximum Daily of 20 gallons. Stored in storage container.
Waste Oil Filters- Maximum Daily of 55 gallons. Stored in steel drum.
Solvent- Maximum Daily of 55 gallons. Stored in steel drum container.
Motor Oil- Maximum Daily of 55 gallons. Stored in steel drum container.
Argon- Maximum Daily of 200 cubic feet. Stored in cylinder.
Oxygen- Maximum Daily of 200 cubic feet. Stored in cylinder.
Acetylene- Maximum Daily of 200 cubic feet. Stored in cylinder.

Stored in Maintenance Facility

Regular Unleaded Gasoline- Maximum Daily of 1,000 gallons. Stored in aboveground tank.
Diesel Fuel- Maximum Daily of 1,000 gallons. Stored in aboveground tank.
Motor Oil- Maximum Daily of 165 gallons. Stored in steel drum.
Hydraulic Oil- Maximum Daily of 55 gallons. Stored in steel drum.
Propane- Maximum Daily of 1,000 gallons. Stored in aboveground tank.
Calcium Chloride- Component name: Calcium Chloride. Maximum Daily of 110 gallons. Stored in plastic drum.

Due to the existing maintenance building and existing storage of hazardous materials and chemicals, the project site has an existing Certified Unified Program Agency (CUPA) permit, enforced and regulated by the overarching CalEPA hazardous waste and material program, as well as local Planning, Building, Fire and Environmental Health Departments; with the Environmental Health Department leading the regulations via CUPA permit. The Environmental Health Department (EH) shall have full access rights to the facility, including roads across private property, for the purposes of inspecting and or investigating complaints related to the storage and disposal of hazardous materials, 24 hours per day, 7 days per week. If private gates restrict access to the facility, EH shall be provided with keys or combinations of said gates or be allowed to apply a lock to a chain of locks, should one exist. EH access shall be part of the lease agreement with the private property owner.

The project is not within or adjacent to any hazardous materials sites compiled, nor is it located on an abandoned solid waste disposal site known to the County, per CERS.

The project area is located within the boundaries of the Penn Valley Fire Protection District and is within areas designated as both Moderate and High (Cal Fire, Fire Hazard Severity Zones, November 2007).

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		✓			G
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		✓			A
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
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?				✓	A, 13, 14
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				✓	A
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?		✓			A, 15

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			✓		A, E

Impact Discussion:

- 9a The proposed project would not result in routine transport, use, or disposal of hazardous materials. Prior to existing building demolition, stored chemicals and materials will need to be moved and or removed temporarily. During the construction phase, typical construction material will be the only routine material involved in the operation of the project. Typical construction material will entail piping, concrete, base rock, asphalt and general materials used in construction. Maintenance materials include oil, gas, and solvents used for repairs or maintenance of onsite equipment, all in various quantities. With the additional regulation of a CUPA and SPCC plan/permit amendment, required to further regulate safety, hazardous material handling, and management of a spill, per **Mitigation Measure 9A**, there impact would be **less than significant with mitigation** related to routine transport, use, or disposal of hazardous materials.
- 9b Hazardous materials would be used and handled during construction of the project. The hazardous materials anticipated for use are small volumes of petroleum hydrocarbons and their derivatives (e.g. gasoline, oils, lubricants, and solvents) used 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 hazardous through release of emissions or risk of upset. Additionally, regulation of proper hazardous material handling would be guided through the additional regulation of a CUPA and SPCC plan/permit amendment, required to further regulate safety, hazardous material handling, and management of a spill, per **Mitigation Measure 9A**. Safety risks to construction workers for the proposed project would be reduced by compliance with Occupational Safety and Health Administration standards. Therefore, this impact is considered **less than significant with mitigation**.
- 9c There are no existing or proposed schools within one-quarter mile of the proposed project. Therefore, there would be **no impact** related to hazardous emissions or substances near a school.
- 9d No portion of the project area is included on the Cortese List of hazardous materials sites. Therefore, the project would not create significant hazard to the public or the environment, and **no impact** would occur.
- 9e The proposed project is not located within an airport land use plan or within two miles of an airport. Therefore, there would be **no impact**.
- 9f Construction vehicles will be traveling along private roads within the Lake Wildwood association for a period of a few months, determined by construction length. Construction vehicles will be traveling at approximately 15-miles per hour per **Mitigation Measure 3A** on private Lake Wildwood roads, where speed limit postings are 25-miles per hour.

Differential speed rates on roads could be a potential for traffic hazards, with the implementation of **Mitigation Measure 17A**, which requires the preparation of a Traffic Control Plan as discussed in section 16 of this Initial Study. This mitigation measure would minimize interference with emergency response or evacuation to **less than significant with mitigation**.

- 9g Although the project is located within both a Moderate and High fire hazard severity zone, the project area is within a disturbed area, with existing commercial and residential development, and will be constructed to current California Building Code requirements; requiring fire sprinklers and fire walls. The implementation of the project would increase fire protection, in replacement of the outdated building. Therefore, the potential to expose people or structures to wildland fire hazards would be decreased. As such, the proposed project would result in **less than significant impacts** related to this issue.

Mitigation Measures: Potential impacts to the implementation of emergency response plans will be mitigated by **Mitigation Measure 9A** and **17A**.

Mitigation Measure 9A: Prepare an Amended CUPA Permit and SPCC Plan. Prior to issuance of building permits, owner/operator must submit the amended permit/plan in accordance with general requirements.

Timing: Prior to issuance of building permits

Reporting: Permit issuance

Responsible Agency: Environmental Health Department

Mitigation Measure: See **Mitigation Measures 17A**

10. Hydrology and Water Quality

Existing Setting: The project area is located within the Lake Wildwood Association (LWA) and is considered to be within the Lake Wildwood Community Region. The LWA is a residential subdivision planned development and gated private community. The subject parcel is developed with an existing golf course, used recreationally as a private course for association residents. The project parcel is also developed with an existing recreational club house and existing public works maintenance facility. The proposed project will occur within a portion of the 38.49-acre in size subject parcel off Cottontail Way. The aforementioned maintenance facility is the focus of the project, with the proposal to demolish and replace the building with newer facilities and associated improvements.

Generally, the project parcel is flat and there are storm water drains proposed to properly manage water. There are two potential wetland areas on the project parcel (U.S.G.S). Due to the project area of focus being a small portion of the project parcel, the two wetland areas are completely outside of the project area and will not be encroached upon or impacted due to the project or its activities. There are no streams or rivers in the project area.

The project corridor is not located within or near a 100-year flood hazard zone according to the Federal Emergency Management Agency's (FEMA) Flood Information. The Federal Emergency Management Agency identifies the area as Zone X, which is an area determined to be outside of

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the 500-year flood or protected by levee from 100-year floods. The project is not in a tsunami or seiche zones.

The California State Water Resources Control Board (State Water Board) regulates stormwater discharges from construction sites because of its potential to mobilize pollutants and discharge into waterbodies or watersheds. By regulating these discharges, the State Water Board is preserving, enhancing, and restoring California's waterbodies and its resources.

Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. Dischargers whose projects disturb one (1) or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities. Disturbance of over an acre is not proposed as part of this project at this time.

Sustainable management of groundwater basins is overseen by the Department of Water Resources (DWR) and State Water Resources Control Board (SWRCB) via the Sustainable Groundwater Management Act (SGMA). This project is not located within any groundwater basins or priority basins identified by the DWR Bulletin 118, or the SGMA Basin Prioritization Dashboard. The nearest DWR Bulletin 118 basins are the North and South Yuba Subbasins of the Sacramento Valley Basin (5-21.60 and 5-021.61, respectively) which are more than 15 miles southwest of the project site. No Groundwater Sustainability Agency, no Groundwater Sustainability Plan, and no sustainability criteria or goals have been established for the underlying aquifer of this project.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?		✓			A, G, H
b. Substantially decrease groundwater supplies or interfere with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			✓		A, G

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: i) Result in substantial erosion or siltation on- or off-site; ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site; iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or iv) impede or redirect flood flows?		✓			A, C
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				✓	A, L, 17
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?		✓			17, I
f. Place housing within a 100-year flood hazard area as mapped on a federal Flood hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓	17, I
g. Place within a 100-year flood hazard area structures that would impede or redirect flood flows?				✓	17, I

Impact Discussion:

10a,e Proposed improvements include the installation of new landscape irrigation and proposed stormwater detention basins. There are no present surface or ground water basins on the project parcel. No Groundwater Sustainability Agency, no Groundwater Sustainability Plan, and no sustainability criteria or goals have been established for the project parcel or surrounding area. Connections to hydrant water supply is existing. Watering trucks will be filled with municipal water, following granted permission. Potential impacts to adjacent drainage areas could include potential run off of exposed soils from excavation and equipment related pollutants like oil and gas. In order to protect water quality, **Mitigation Measure 7A, 7H, 7J, 7K, and 10A through 10D** requires additional erosion and sediment control measures in the project area. Furthermore, a Stormwater Pollution Prevention Plan (SWPP) will be required under the Construction General Permit that is needed. Erosion control measures will need to be included in the improvement plans that correspond to the Construction General Permit. Therefore, project related impacts to water quality standards and waste discharge requirements would be **less than significant with mitigation**.

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- 10b As described in the existing setting, the project is not located within an area regulated by the Department of Water Resources (DWR) and State Water Resources Control Board (SWRCB) via the Sustainable Groundwater Management Act (SGMA). This project proposal is not defined as a project under the California Clean Water Act §10912(a) and is therefore not required to complete a water supply assessment. Per provided NV5 geotechnical report, no onsite springs or seeps were observed. Ground water seepage was not encountered in exploratory trenches. There are no prioritized basins or sustainable groundwater management plans for this area, nor is ground water use proposed to be used. The proposed project does not propose to interfere or decrease ground water supplies or interfere with groundwater recharge to the extent that sustainability of groundwater management would be impeded. Scope of work does not entail any altering of ground water resources, that could be caused by drilling, especially deep excavation, or wells. Water service is provided via municipal water. This area is not a part of a sustainable groundwater management plan. Therefore, impacts to sustainable ground water management would be ***less than significant***.
- 10c The proposed project will not alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces. There are no streams or rivers in the project area. Impervious surface on site is existing in the state of a parking lot, roads, and compacted outdoor yard, depicted in figure below. Replacement of existing asphalt is proposed and will occur in the existing parking lot and road areas, to result in the exact same size and is considered a replacement of worn-down impervious surface. The proposed impervious surface includes approximately 50,510 square feet for the proposed replacement of the aforementioned parking lot and road areas. This amount is well within the impervious surface coverage limits established in the Nevada County Land Use and Development Code and is not anticipated to create any substantial impacts to the amount of surface run off and associated impacts. The area is not in a flood zone so will not impede or redirect flood flows. Furthermore, **Mitigation Measure 7A, 7H, 7J, 7K, and 10A through 10D** requires additional erosion and sediment control measures in the project area. Therefore, ***less than significant with mitigation*** as they relate to alteration of existing drainage patterns.

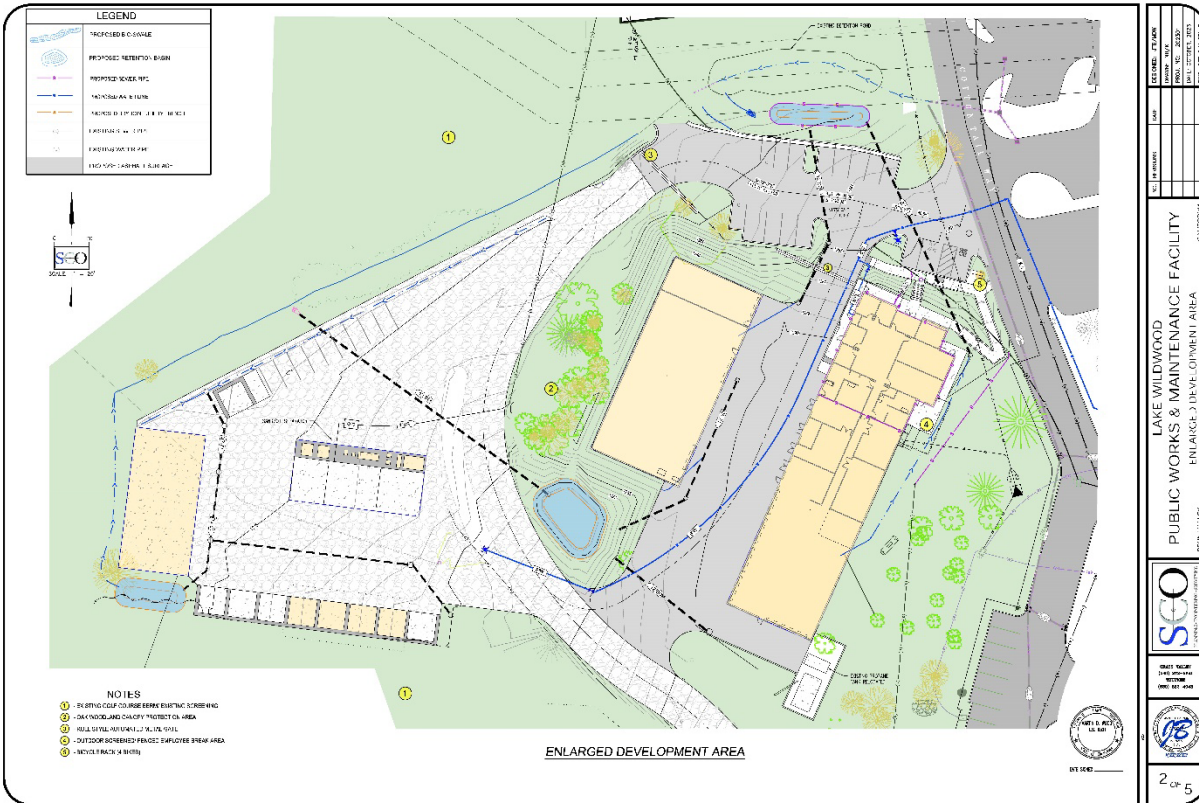


Figure 6– Enlarged Site Plan and Proposed Impervious Surface

- 10d The proposed project is not located within a 100-year flood hazard zone. Rather, the project corridor is identified by the as within Zone “X”, which is defined as “areas determined to be outside the 0.2% annual chance floodplain” in the Flood Insurance Rate Map (FIRM) prepared by the Federal Emergency Management Agency (FEMA). The project is the installation of the water pipeline and hydrant system, water storage tank and groundwater well; therefore, there would be **no impact** associated with risks of releasing pollutants due to project inundation in flood hazard, tsunami, or seiche zones.
- 10f No housing is proposed as part of this project, and the project is not within a 100-year flood hazard area. Therefore, there will be **no impacts** related to placing housing within a flood zone.
- 10g The project is not within a 100-year flood hazard area, so there are **no impacts** related to structures impeding or redirecting flood flows.

Mitigation Measures: The proposed project would result in construction activities and may require the preparation of a Stormwater Pollution Prevention Plan (SWPPP). In addition to **Mitigation Measure 7A, 7H, 7J, and 7K**, the following water quality mitigation measures or best management practices (BMPs) are also identified:

Mitigation Measure 10A: Obtain Appropriate Stormwater Permit and Implement an Erosion and Sediment Control Plan. Project improvements and future land disturbance

must obtain an appropriate stormwater permit and implement an erosion and sediment control plan for projects including land disturbance of one acre or more. The following note must be included on grading/building permits: Prior to issuance of grading permits or improvement plans for all projects that could result in disturbance of an acre or more of land, the construction and grading permits shall comply with the applicable General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit) regulations. Grading plans shall include verification that a Construction General Permit, issued by the State Water Resources Board, has been issued for this project. Said permits or plans shall incorporate, at a minimum, the following erosion and sediment control measures:

1. Best Management Practices (BMPs) for temporary erosion control shall be implemented during construction to control any pollutants that could potentially affect the quality of storm water discharges from the site. A Storm Water Pollution Prevention Plan (SWPPP) shall be prepared in accordance with California State Water Resources Control Board (SWRCB) requirements. This SWPPP includes the implementation of BMPs for Erosion Control, Sediment Control, Tracking Control, Wind Erosion Control, Waste Management and Materials Pollution Control.
2. All portions of the project, including on-site grading and excavation for the access road, shall be included in the State-mandated Storm Water Pollution Prevention Plan (SWPPP) and are subject to the required monitored and reporting.

Timing: Prior to building/grading permit issuance

Reporting: Approval of permits or plans recordation

Responsible Agency: Planning Department and Building Department

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

1. Construction crews shall be instructed in preventing and minimizing water pollution on the job.
2. Interim erosion control measures may be needed and shall be installed during construction to assure adequate erosion control facilities are in place at all times.
3. Straw or rice mulch may be used if needed with a tackifier.
4. All earth moving or excavation activities shall cease when winds exceed 20 mph.
5. Haul trucks shall be covered with tarpaulins or other effective covers at all times.
6. Use broom and shovels when possible to maintain a clean site. Use of a hose is not recommended. Introducing water as a cleanup method adds to water pollution.
7. Designate a concrete washout area, as needed; to avoid wash water from concrete tools or trucks from entering storm drain systems. Maintain washout area and dispose of concrete waste on a regular basis.
8. Establish a vehicle storage, maintenance, and refueling area, as needed, to minimize the spread of oil, gas, and engine fluids. Use of oil pans under stationary vehicles is strongly recommended.
9. Dust control measures shall conform to **Mitigation Measure 3B:** Control dust during project construction.

Timing: Prior to grading/building permit issuance and during construction

Reporting: Agency approval of permits or plans

Responsible Agency: Planning Department

Mitigation Measure 10C: Best Management Practices. The following BMPs shall be implemented to ensure that SWPPP measures are maintained and prevent water pollution.

1. At no time shall heavy equipment operate in flowing water or saturated soils.
2. Be prepared for rain and have the necessary materials onsite before the rainy season.
3. Insure all SWPPP measures are in place prior to a 30% chance of rain. Install silt-fencing, straw bales, sediment catch basins, straw or coir logs or rolls, or other sediment barriers to keep erodible soils and other pollutants from entering the storm drain system and adjacent drainages
4. Before the first heavy rains and prior to removing the barriers, soil or other sediments or debris that accumulates behind the barriers shall be removed and transported away for disposal.
5. During long periods of rain and high intensity rainfall, SWPPP measures may become clogged. Extreme care should be taken to clean SWPPP measures to reduce fugitive discharge and potential flooding.
6. Protect drain inlets from receiving polluted storm water through the use of filters such as fabrics, gravel bags or straw wattles.
7. Inspect sediment control devices after each storm and remove sediment.
8. Inspect all BMPs before and after each storm event. Maintain BMPs on regular basis and replace as necessary, through the entire course of construction.

Timing: Prior to grading/building permit issuance and during construction

Reporting: Agency approval of permits or plans

Responsible Agency: Planning Department

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

Timing: Prior to grading/building permit issuance and during construction

Reporting: Agency approval of permits or plans

Responsible Agency: Planning Department

11. Land Use and Planning

Existing Setting: The proposed project parcel is located in the Western Gateway and Lake Wildwood Community Region of Nevada County in the Penn Valley community. The project parcel is 38.49-acres in size, a total of 2.66± acres (116,094 square-feet) of the subject site will be re-developed as part of this project. The project corridor extends approximately 0.30-miles easterly, from the Lake Forest Drive and Lake Wildwood Drive intersection, to the private road Cottontail Way intersection, falling within the gated community of Lake Wildwood. Within the Lake Wildwood Community Region boundaries, a significant portion of parcels are developed with structures, predominantly single-family homes.

The project area falls within a portion of the Lake Wildwood Community Region, a private community developed with majorly low-density single-family residential homes and a combination of recreational facilities and multi-purpose buildings, intended to either serve private residents or maintain the facilities of the gated community. Land uses within this area are primarily designated as Single-Family Residential and Planned Development (R1-PD). The project corridor is largely developed with these land uses. Land uses along the project corridor private roads consists primarily of existing single-family homes. Within the project parcel, and adjacent to the project area, are multi-use structures; a recreational use club house for residents and office uses related to community member services for the Lake Wildwood Association. Initial construction of the community began in 1976, per filed building permit records. The concept for an existing use on the subject property, a replacement for existing structures at the time, included a 16,400± square foot clubhouse facility, 1,127± square foot golf pro shop, a 4,000± square foot commercial kitchen and restaurant, and 3,000± square foot associated offices, per Use Permit approval (U15-001) occurred in 2015. Which is the existing clubhouse and related buildings nearby. With the maintenance facility and light industrial outdoor yard existing prior to this, being built in the sometime in the early 1970's. The subject project parcel, and specific project area, is currently developed with a light industrial outdoor storage yard, maintenance building with offices, an associated parking lot, accessory structures for use storage, as well as an immediate recreational golf course and mentioned multi-use clubhouse for community members.

The General Plan designation of the project parcel is Planned Residential Community (PRC), designated to residential communities under an overall Master Plan, with intention to provide for community support facilities, including recreation, and operated by a resident's association or similar mechanism. General Plan Policy 1.1.2 encourages balanced growth to provide managed housing, community, located for convenience and efficiency. The project parcel zoning district allows for infrastructure maintenance buildings with approval of a Conditional Use Permit.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Physically divide an established community?				✓	A, 1, 6
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, 5, 18

Impact Discussion:

11a The proposed project is within and adjacent to the Lake Wildwood residential subdivision. No new physical features are proposed beyond the proposed replacement maintenance facility and associated improvements. All vehicles will use existing roadways and no traffic closures are expected that would divide the community temporarily during construction. Therefore, the proposed project would have **no impacts** related to division of an existing community.

11b Special Status Species

Federal Regulations including the Endangered Species Act of 1973, Migratory Bird Act of 1918, and State Regulations of the California Endangered Species Act provide additional protections during discretionary project processing. Additionally, project review standards require site specific biological inventory analysis for project impact. No development is allowed unless a Management Plan is prepared by a qualified biologist or botanist that avoids or minimizes impacts to onsite resources. A Biological Inventory was prepared for this project, including **Mitigation Measure 4A**, which provide requirements to avoid impact to nesting and migratory birds, including other avian species as well. Impact measures include preconstruction surveys, tree removal avoidance during breeding season, and onsite monitoring will ensure that the impact to special status species and their habitats is ***less than significant with mitigation***.

Oak Tree Removal

Construction activities will impact a portion of existing landmark oak groves within the project area, which are protected under the Nevada County Land Use and Development Code. Landmark groves are defined as hardwood tree groves with 33+% canopy closure, and are preserved to protect valuable wildlife habitat. General Plan Objective 13.7 intends to preserve heritage and landmark trees and groves where appropriate. Project review standards require site specific biological inventory analysis for project impact. Approximately 0.40-acres of landmark groves will be removed to make space for proposed development. A Management Plan was prepared that includes mitigation measures to compensate for the impact to landmark oak groves by paying a fee to the Bear Yuba Land Trust's Oak Woodland Conservation Fund Plan as described in **Mitigation Measure 4B through 4D**. **Mitigation Measure 4C** also requires fencing to establish an environmentally sensitive area around the remaining oaks to protect them from further potential impacts by equipment or grading activities. Special-status species and their habitats are also protected under this code.

Mitigation Measures: To ensure compliance with applicable land use plans, policies, and regulations, the following mitigation measures, **Mitigation Measures 4A through 4D**, are included.

12. Mineral Resources

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

In order to promote the conservation of the state's mineral resources, and ensure adequate reclamation of mined lands, the Surface Mining and Reclamation Act of 1975 (SMARA) was enacted. SMARA requires that the State Geologist classify land in California for its mineral

resource potential. Local governments are required to incorporate the mineral and classification reports and maps into their general plans and consider the information when making land use decisions.

Areas subject to mineral land classification studies are divided into various Mineral Resource Zone (MRZ) categories that reflect varying degrees of mineral potential. Mineral deposits of all types which are designated MRZ-2a or MRZ-2b, are used for areas underlain by mineral deposits where geologic data indicate that significant measured or indicated (MRZ-2a) or inferred (MRZ-2b) resources are present.

There are no identified mineral resources in the project vicinity. The closest known mineral resources are located approximately 1.5 miles north east of the project area.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓	A, I, 6
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, I, 6

Impact Discussion:

12a,b The project proposes a replacement maintenance facility on a disturbed and developed parcel. None of the project parcels contain known or designated mineral resources. Therefore, there is **no impact** related to the loss of known mineral resources.

Mitigation Measures: None required.

13. Noise

Existing Setting: Proposed project work would occur within a portion of the subject project parcel, utilizing roughly 0.30-miles of internal private roads for construction travels. Lake Wildwood is a private gated community, comprised of residential and recreational uses. The immediate recreational use, adjacent to the project area, is an existing golf course; a primary recreational resource for the residents of the community of Lake Wildwood. Regarding residential uses, there is one developed and existing single-family immediately adjacent to the project area. Along a portion of the private roads, intended to be used for construction travels, single-family residences are existing. The existing ambient noise setting at the Lake Wildwood Association, near the project area, consists of pedestrian vehicles and some general traffic noise from local residential roads within Lake Wildwood. There is moderate existing ambient noise at the project area due to the site’s location within an existing, developed, and mixed-use community setting.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess standards established in the local General Plan or noise ordinance, or applicable standards of other agencies?		✓			A, 6, 18
b. Generation of excessive ground borne vibration or ground borne noise levels?		✓			A, 6, 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, 6, 18

Impact Discussion:

13a,b The proposed project consists of a singular short-term construction period, from approximately late June through October. A temporary increase in noise levels is expected to occur in the project area vicinity. Active construction within the project area would consist of existing building demolition, site preparation through re-grading of the site, construction of the proposed buildings/facility, and finalized paving of asphalt surfaces for an upgraded parking lot and internal roadways, private to the maintenance facility (see Figure 5, above). Typical construction equipment will be used through the aforementioned phases. Initially, an 18-wheeler will deliver construction equipment to the site. Construction equipment will consist of an excavator, backhoe, static roller, telehandler, an asphalt-paving machine, and dumpster bins for waste. Construction equipment will be stored in the outdoor yard for convenient use. An excavator will be used to demolish the existing building, dump trucks will be used to transport building waste from the site. Grading activities will commence, a backhoe will be used to tear up existing asphalt and a static roller will be used to compact the ground. Building construction will commence next, with an 18-wheeler delivering the pre-fabricated metal building sidings, a telehandler being used to lift the sidings to transport to the building location, and the framing members putting together the building following. Once the buildings have been constructed, re-paving the asphalt of areas, where old asphalt has been removed, will begin. An asphalt-paving machine will be used to lay down and flatten new asphalt. Lastly, concrete curbing and the installation of landscaping will occur to complete the site.

Although surrounding residential and recreational uses at the project area could be sensitive to intermittent and temporary noise generated during construction, construction noises and construction-related vibration are not operational, ongoing, or permanent to the immediate area. Because construction activities are short term in nature, they are exempt from the County noise standards which do not apply to temporary construction. Nonetheless, the temporary exposure of nearby sensitive uses to noise in excess of County thresholds could be an impact under CEQA. With implementation of **Mitigation Measure 1A**, which limits construction hours to 7AM to 5PM, Monday through Friday, temporary

construction noise and vibration impacts from the project would be **less than significant with mitigation**.

- 13c The project site is not located within an airport land use plan and is approximately eight miles from the nearest airport, the Nevada County Airport, and ten miles from Beale Air Force Base in Yuba County. The proposed project does not have an operational component and would therefore not generate any sensitive land uses that would be sensitive to airport noise. Given the distance to the nearest airports, there would **no impacts** related to airport noise.

Mitigation Measures: To mitigate potential construction related noises, **Mitigation Measure 1A** shall be required.

14. Population and Housing

Existing Setting: The project parcel falls within the southern portion of the Lake Wildwood Community Region, the southern end of the large residential subdivision. The gated community includes over 2,300 acres, with 2,845 parcels, and average lot size of 0.3-acres. Most parcels have been developed with single family residences and accessory structures. The subdivision also includes various recreational facilities including Lake Wildwood, parks, a golf course, and multi-use structures for residents. There is an existing recreational club house with a restaurant and offices for resident-member services on the project parcel, but outside of the project area.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				✓	A, 6, 19
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				✓	A, 6, 19

Impact Discussion:

- 14a The purpose of the proposed project is to replace a dilapidated building with a larger footprint with the intention of facilitating private association maintenance needs. The existing dilapidated building has been in existence since the 1970s, the replacement of will not cause an unplanned population growth. The number of employees working within the maintenance facility will not change nor increase. No changes to zoning or density are proposed. Therefore, there is **no impact** on induction of unplanned population growth.
- 14b The proposed project will use existing private access roads, located internally within the gated Lake Wildwood community. No existing housing or people will be displaced due to

this project’s scope. Therefore, the proposed project would have **no impact** related to the induction or displacement of housing and people.

Mitigation Measures: None required.

15. Public Services

Existing Setting: The following services are provided within the project corridor:

- Fire: The Penn Valley Fire District provides fire protection services to the project parcel.
- Police: The Nevada County Sheriff Department provides law enforcement services.
- Schools: The project site is within the Penn Valley Union Elementary School and Nevada Joint Union High School District 3.
- Parks: The project is within the Western Gateway Park District.
- Water: The Lake Wildwood subdivision is served by public water from Nevada Irrigation District.
- Sewer: The Lake Wildwood subdivision is served by the Lake Wildwood Sanitation District.

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

Impact Discussion:

15a The project proposes replacement of a maintenance facility used to ensure operating functions of the private community can be managed. No new provisions or need for governmental facilities will be induced so there is **no impact** on public services.

Mitigation Measures: None required.

16. Recreation

Existing Setting: The project parcel is 38.49-acres in size, a total of 2.44± acres (116,094 square-foot) of the subject site will be re-developed as part of this project to facilitate a replacement maintenance facility. The Lake Wildwood Association (LWA) is a gated community with major

recreational amenities, exclusive to the residents of the community. Recreational amenities most relevant to the project area, due to vicinity, includes the existing golf-course along the perimeter of the project area and nearby club house, outside of the project area. The project is located within the County’s Western Gateway Recreation Benefit Zone. Within that zone, Lake Wildwood has a reduced neighborhood park fee component, reflecting a credit for community-provided private recreation facilities. The Nevada County General Plan recommends the level of service for recreation needs as three acres per each 1,000 persons, countywide.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓		A,16
b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?			✓		A
c. Conflict with established recreation uses of the area, including biking, equestrian and/or hiking trails?			✓		A

Impact Discussion:

16a,b,c The project intends to disturb a total of 12.4% (116,094 square-feet) of the subject parcel, as part of the development process. Approximately 0.47-acres (20,587 square-feet) of building square footage is proposed. New development is comprised of (3) new buildings; including an 1,031 square-foot maintenance building, a 6,668 square-foot equipment storage building, and a 3,318 square-foot outdoor covered storage area; a 2,700 square foot vehicle wash, fueling, and fertilizer system; 2,800 square feet of bulk material storage bins; fleet parking, and other site improvements. Other site improvements include re-grading of the existing outdoor storage yard, re-asphalting existing parking areas and internal roadways, as well as new landscape improvements to the site. The proposed project is a singular and temporary construction activity. The construction duration is anticipated to last around three to five months. The immediately adjacent golf course will remain open and the neighboring club house operations will remain unaffected. All of which are owned and operated by LWA, a homeowners group of all the property owners who have access to the recreational amenities. The recreational impact of the project is virtually non-existent, in the extent that amenity services will remain intact, uninterrupted, and remain operable throughout construction. Without the proposed project, the recreational use LWA recreational facilities, such as the golf course and club house, would ultimately deteriorate to the point that functionality would stop, without the proper maintenance facility used to store tools and house additional maintenance procedures. Again, since the LWA is a private community, the recreational impacts of the project are, thereby, beneficial specifically to the residents of Lake Wildwood.

The project will not increase the use of existing neighborhood or regional parks or other 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 adverse impacts to existing recreational facilities, nor trigger the need for new facilities. Due to the lack of any increase in population from the project, the proposed project would have less than significant impact related to recreational facilities.

There will be no impact to local biking, equestrian, or hiking trails caused by the project.

Mitigation Measures: None required.

17. Transportation

Existing Setting: The project parcel is 38.49-acres in size, a total of 2.44± acres (116,094 square-foot) of the subject site will be re-developed as part of this project to facilitate a replacement maintenance facility. The project parcel has existing access, via driveway, off the private road of Cottontail Way. The project parcel is accessed only through internal private roads within the Lake Wildwood Association (LWA). The project scope is to replace an existing facility with an updated and larger in size facility. Although the building footprint is to increase, there is no intention to increase the number of employees, thereby, increase of vehicular trips associated with the project parcel is not expected. Temporary construction trips will be exempt. Project applicant will pay appropriate traffic impact fees, prior to building permit issuance.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle or pedestrian facilities?			✓		A, D, 20, 21
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?			✓		A, D,
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, D, 15, 22
d. Result in inadequate emergency access?				✓	A, D, 15
e. Result in an increase in traffic hazards to motor vehicles, bicyclists, or pedestrians, including short-term construction and long-term operational traffic?		✓			A, D

Impact Discussion

17a The project does not include any phases or needs that would contribute to ongoing demand for transit service, bike facilities, or pedestrian facilities. With the proposed structures, the project is proposing to install bicycle racks, per the California Building Code. Due to the short-term, temporary nature of the project, an operational traffic analysis is inapplicable to this project. The Institute of Transportation Engineers (ITE) Trip Generation Manual

contains trip generation rates only for project operations.

Traffic anticipated from the project would occur during the construction period only, for a period of three to five months once the project starts. All equipment will be driven to the relative construction site and parked there for the duration of the three to five-month construction period. Watering trucks will be pumped through existing on-site Nevada Irrigation District municipal water services. Additional incidental trips are expected from internal Lake Wildwood Public Works trucks that are employees of the LWA Public Works Maintenance Facility, as operations for community maintenance and repairs will not halt. During construction activities, truck trips would occur over a dispersed period of time from approximately 7 AM to 5 PM on private Lake Wildwood community roads. No traffic would occur on public roads. Therefore, the project would not have any substantial adverse impacts to peak hour traffic, or to overall circulation on public roads. The project is also short-term in nature, occurring for three to five months solely for the construction of the project. The potential increase in traffic resulting from the proposed replacement project would therefore be insignificant in nature and therefore would be **less than significant** impacts relative to conflicts with traffic and non-motorized transportation.

- 17b CEQA Section 15064.3(b) describes specific considerations for evaluating a project's transportation impacts. Generally, vehicle miles traveled is the most appropriate measure of transportation impacts. For the purposes of this section, "vehicle miles traveled" refers to the amount and distance of automobile travel attributable to a project. According to the Senate Bill 743 Vehicle Miles Traveled Implementation, adopted by the Nevada County Transportation Commission, a project's or plan's VMT impact may be considered less than significant if "the project or plan total weekday VMT per service population is equal to or less than "X" percent below the subarea mean under baseline conditions" and "the project or plan is consistent with the jurisdiction's general plan and the Nevada County Regional Transportation Plan."

A specific reduction "X" below subarea baseline VMT may be selected by each jurisdiction based on key factors such as the setting (as noted in CEQA Guidelines Section 15064(b)(1)), evidence related to VMT performance, and policies related to VMT reduction.) However, analysis of smaller, less complex projects can be simplified by using screening criteria. The Office of Planning and Research suggests that screening thresholds may be used to identify when land use projects should be expected to cause a less than-significant impact without conducting a detailed study. Screening thresholds identified by the Nevada County Transportation Commission (NCTC) Senate Bill 743 Vehicle Miles Traveled Implementation document include projects in western Nevada County consistent with a Regional Transportation Plan (RTP) or General Plan that generate less than 630 VMT per day. This value is based on the CEQA exemptions allowed for projects up to 10,000 square feet as described in CEQA Guidelines Sections 15303. The specific VMT estimate relies on the vehicle trip generation rate contained in the OPR Technical Advisory for small project screening and average vehicle trip lengths for western Nevada County using the travel forecasting model.

Due to the short-term, temporary nature of the project, an operational traffic analysis is inapplicable to this project. The Institute of Transportation Engineers (ITE) Trip Generation Manual contains trip generation rates only for project operations. Given the aforementioned, this project would have a **less than significant** impact related to VMT.

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- 17c,e The project would not result in an increase in hazards due to a geometric design feature and would not modify road circulation in a long-term fashion. Construction vehicles would be traveling at approximately 15 miles per hour, in addition to other outlined requirements, such as signage and traffic cones, per the California Manual on Uniform Traffic Control Devices (CA MUTCD). The modified construction speed differential could result in traffic hazards due to incompatible traffic speeds. However, with the implementation of a construction traffic management plan as outlined in the CA MUTCD and in **Mitigation Measure 17A**, the impact would not be adverse. The LWA is a private community, roads internal of the community are also private and will be regulated by the homeowner's association for proper compliance to mitigate construction traffic. Construction trips will occur on private roads owned by the applicant, and any incidental damage to those roads within the community of Lake Wildwood would be repaired by the Lake Wildwood Association. Furthermore, potential impacts will be reduced with the mitigation identified in **Mitigation 17B**, which requires the applicant to pay for Traffic Mitigation Fees. Impacts related to traffic incompatibilities and incidental road damage would be **less than significant with mitigation** with implementation of **Mitigation Measures 17B**.
- 17d The proposed project consists of a temporary short-term construction period, with very little vehicular trips on the private roads. Existing internal roads provide multiple lanes and, in the case of an emergency, the main entrance/exit into the LWA is roughly 0.30-miles away from the project site. Therefore, the project will have **no impact** relative to resulting in inadequate emergency access.

Mitigation Measures: To offset potentially adverse traffic and circulation impacts associated with project construction, the following mitigation measures shall be required:

Mitigation Measure 17A: Implement a Construction Traffic Management Plan. Prior to issuance of grading and improvement permits, the applicant shall submit a Construction Traffic Management Plan to the County for review and approval. The plan shall include but not be limited to the use of advanced warning signage, electronic communication protocols to inform residents of the work being done, the route construction vehicles will take, and other appropriate traffic control measures. Relevant measures shall be noted on all construction plans prior to issuance of permits.

Timing: *Prior to issuance of grading and improvement permits*

Reporting: *Permit issuance*

Responsible Agency: *Planning Department*

Mitigation Measure 17B: Traffic Mitigation Fees. Prior to issuance of any building permits, the applicant shall pay appropriate traffic impact fees based on the latest fee schedule adopted by the Nevada County Board of Supervisors at time of building permit for additional trips generated by the project.

Timing: *Prior to issuance of building permits*

Reporting: *Permit issuance*

Responsible Agency: *Public Works Department*

18. Tribal Cultural Resources

Existing Setting: 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. See Section 5 for additional information regarding tribal resources.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: <ul style="list-style-type: none"> i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. 		✓			A

Impact Discussion:

18a The focal project area is located within a disturbed corridor that is developed with roadways and utilized for both light industrial and recreational uses. The project application was distributed to respective tribal agencies for tribal cultural resource review and comment, requests for consult were not provided. A response letter from the Shingle Springs Band of Miwok Indians concluded that no known cultural resources were recorded on site. Although no known resources are recorded, there is potential that a tribal cultural resource, such as remains, could be found. Proposed **Mitigation Measure 5A** as outlined in Section 5 – Cultural Resources, indicates the halting of work and require tribal involvement in the event of a discovery, as well as **Mitigation Measure 18A** which further adds discretion over any discoveries during construction relating to Tribal Cultural Resources (TCRs). With the described mitigation measures in place, impacts to these Tribal Cultural Resources will be ***less than significant with mitigation.***

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

Mitigation Measure 18A: Unanticipated Tribal Cultural Resources. The following mitigation measures shall be required and shall be included as notes on all future site plans: 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*

Mitigation: See **Mitigation Measures 5A.**

19. Utilities and Service Systems

Existing Setting: The project will take place within the Lake Wildwood Community Region. This unincorporated part of the county is served by Pacific Gas & Electric for electricity needs. Solid waste needs of the community are handled by Waste Management and the McCourtney Road Transfer Station. Sewage disposal needs are served by the Lake Wildwood Sanitation District at

the project parcel. Nevada Irrigation District serves the Lake Wildwood subdivision with water; water is provided through existing piping and hydrants on site.

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

Impact Discussion:

- 19a The project is replacing a near dilapidated building with an updated and increased building foot print. No new, relocated, or expanded utility facilities are needed in relationship to this project. Therefore, there is **no impact** related to such facilities and their environmental effects.
- 19b The proposed building replacement does not require water supplies, there are **no impacts** related to water supplies.
- 19c The proposed project neither requires a new wastewater treatment facility or connection to a new wastewater treatment facility. As such, **no impacts** are anticipated to wastewater treatments facilities.
- 19d,e Excess excavated fill is intended to be deposited on the project parcel on existing landscape berms that surround the perimeter of the project area. Typical construction waste produced from on-site demolition of the existing facility is expected. The development and operation of the proposed public works maintenance facility is not anticipated to result in significant amounts of solid waste; however, any waste generated

would be required to comply with federal, state and local statutes and regulations related to solid waste. No other solid waste is anticipated as part of this project. Construction of the proposed project could thus result in potentially adverse landfill and solid waste disposal impacts. **Mitigation Measure 19A** requires proper disposal of waste not accepted by the regional landfill. Therefore, the impact to solid waste statutes, goals, standards, and regulations is ***less than significant with mitigation***.

Mitigation Measures: To offset potentially adverse impacts related to construction waste, the following mitigation measure is recommended:

Mitigation Measure 19A: Appropriately dispose of toxic waste: Industrial toxic waste (petroleum and other chemical products) is not accepted at the McCourtney Road transfer station and if encountered, shall be properly disposed of in compliance with existing regulations and facilities. This mitigation measure shall be included as a note on all improvement plans, which shall be reviewed and approved by the Planning Department prior to permit issuance.

Timing: *Prior to issuance of grading or improvement permits and during construction*

Reporting: *Agency approval of permits or plans*

Responsible Agency: *Nevada County Planning Department*

20. Wildfire

Existing Setting: The project parcel is within the Penn Valley Fire Protection District and falls within a High Fire Hazard Severity Zone as designated by CalFire. The project site is within the Lakewood Wildwood Community Region in Western Nevada County. It is in an area that is developed with predominantly residential uses. The Safety Element of the Nevada County General Plan addresses wildfire hazards in Nevada County and has several policies to improve fire safety. Nevada County has also adopted a Local Hazard Mitigation Plan (LHMP) that was updated in May 2018. Additionally, there is a Community Wildfire Protection Plan for Nevada County that was updated in April 2016.

The Nevada County Office of Emergency Services published a Wildfire Evacuation Preparedness Action Plan in 2020. The plan highlights five initiatives to reduce wildfire risk in Nevada County:

1. Create safer evacuation routes countywide to save lives.
2. Improve early warning systems and emergency communications to reach everyone.
3. Establish defensible space around our homes and neighborhoods by reducing hazardous vegetation and encouraging voluntary compliance with defensible space standards.
4. Provide a coordinated approach to wildfire response preparedness through planning, community engagement, and project implementation.
5. Enhance critical infrastructure needed to respond to wildfires such as evacuation route improvements, water storage, fire hydrants, communication systems, and green waste facilities.

The Lake Wildwood Association publishes an emergency evacuation map and protocol.

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, 15
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, 1
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
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, 10

Impact Discussion

- 20a The project proposes replacement of a maintenance facility building that is existing currently. Construction activities will be contained on the project parcel with very little vehicular trips on internal private roads. No road closure or other disruption of traffic is anticipated in this project. The Lake Wildwood emergency evacuation protocol and evacuation route would not be interrupted by the project. Therefore, there is **no impact** on impairment of an adopted emergency response plan or emergency evacuation plan.
- 20b The proposed project includes a new pre-fabricated metal building structure with fire-sprinklers to meet current California Building Code regulations. The project has been reviewed by the local fire protection district and applicable local CalFire Fire Marshal, with no conclusion for exacerbated wildfire risk. Therefore, there are **no impacts** related to exposing project occupants to pollutant concentrations from a wildfire or the uncontrollable spread of wildfire.
- 20c The project proposes replacement of a maintenance facility building that is existing currently. No installation or maintenance of infrastructure is included in the project. Therefore, there is **no impact** on exacerbating fire risk or temporary or ongoing impacts to the environment related to installation or maintenance of associated infrastructure.
- 20d The project proposes replacement of a maintenance facility building that is existing currently. A grading permit is required for land disturbance over an acre. The project is proposing 2.44± acres of ground disturbance. Approximately 0.40-acres of trees will be removed, due to posing as on-site hazards, which further reduces fuels for wildfires. The project area is relatively flat, with new and improved proposed bioswales, to accommodate runoff from the site. The grading will be in compliance with all grading standards, including

erosion control measures and assurance of slope stability with the final graded work. There are no people or structures downslope of the project site. There are no watercourses in the vicinity of the disposal area that could receive runoff or sediment from the disposal activities. **Mitigation Measure 7A through 7K** includes a comprehensive list of construction and erosion recommendations to prevent downslope or downstream flooding or landslides, as a result of runoff, slope instability, and potential drainage changes. Alongside drainage and erosion control standards included with grading permits, these mitigation measures will ensure that the impact related to exposure of people or structures to significant risk related to downslope or downstream flooding or landslides is **less than significant with mitigation**.

Mitigation: See Mitigation Measures 7A through 7K.

21. Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of major periods of California's history or prehistory?		✓			A, 5
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:

18a This draft Initial Study / Mitigated Negative Declaration evaluates the potential impact the proposed Lake Wildwood Association Public Works Maintenance Facility and associated improvements could have on the environment. Compliance with existing federal, state, and local regulations and mitigation measures identified in this Initial Study will reduce all potential impacts of the proposed project to a less than significant level. As discussed in the Biological Resources section, the project will have less than significant impacts with

mitigation on the habitat and populations of protected plant and animal species. The Cultural Resources, Geology and Soils, and Tribal Cultural Resources sections find that impacts to important examples of major periods of California's history or prehistory will also be less than significant with mitigation. With the proposed mitigation measures, this project will have a **less than significant impact with mitigation** to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of major periods of California's history or prehistory.

- 18b The objective of the project is to replace a near dilapidated and outdated building with an updated a larger in foot print maintenance facility to accommodate the existing and planned land operational and maintenance needs within the Lake Wildwood Association community. This project does not increase allowed density, change allowed uses, or concurrently permit any other scope of work. It is conceivable that this project will enable further community planned development, though not beyond what is currently allowed. Should future development be proposed, it will be subject to its own permitting process pursuant to local, state, and federal regulation, and environmental review pursuant to CEQA. Therefore, the project's cumulatively considerable impacts are **less than significant**.
- 18c The maintenance facility replacement project would not result in any substantial adverse effects to human beings, directly or indirectly, since each potentially significant impact can be reduced to a less than significant level with adherence to the mitigation measures outlined in this report and compliance with existing federal, state, and local regulations. This includes potential impacts to noise, recreation, transportation, public services, population and housing, and utilities and service systems. Therefore, there would be no substantial adverse effects to human beings as a result of the project, resulting in impacts that would be **less than significant with mitigation**.

Mitigation Measures: To offset potentially adverse impacts to aesthetics, air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, recreation, transportation, tribal cultural resources, and utilities and service systems, see **Mitigation Measures 1A, 3A, 3B, 3C, 4A, 4B, 4C, 4D, 5A, 7A, through 7K, 9A, 10A, 10B, 10C, 10D, 17A, 17B, 18A, and 19A**.

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.

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.



Vanessa Franken, Senior Planner

Date: 03/02/2024

Appendix A – Reference Sources

- A. Nevada County Department of Planning
 - B. Northern Sierra Air Quality Management District
 - C. Nevada County Geographic Information Systems
 - D. Nevada County Department of Public Works
 - E. Penn Valley Fire Protection District
 - F. North Central Information Service, Anthropology Department, CSU Sacramento
 - G. Nevada County Department of Environmental Health
 - H. Regional Water Quality Control Board (Central Valley Region)
 - I. Nevada County Geographic Information Systems
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