Alpenglow Timber Use Permit

Nevada County, California

Date: May 24, 2024

Prepared by: Nevada County Planning Department
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File Number(s): PLN23-0054; CUP23-0004; EIS24-0004

Assessor's Parcel Numbers: 016-530-031

Applicant Mr. David J. Mercer, Managing Member, Hundred Acre Wood, LLC
P.O. Box 3713
Olympic Valley, CA 96146

Representative Gavin Ball, Consulting Land Use Planner

Property Owner: Hundred Acre Wood, LLC

Zoning District: FR-640-SC (Forest – 640-acres minimum parcel size – Scenic Corridor Combining District)

General Plan Designation: FOR-640 (Forest– 640-acres minimum parcel size)

Project Location: 10375 Silverado Way in unincorporated eastern Nevada County, California. West of State Route 89 and Prosser Creek Reservoir.

Project Description:

A proposed Use Permit application to allow for the construction and operation of a mixed-use development including a forestry management and material processing facility supported by a wood fired boiler and associated structures (facility), and six residential dwelling units for State-Regulated Employee Housing in three duplexes located on an approximately 124-acre subject property at 10375 Silverado Way in Truckee, California.

Project Components:

Sawmill Facility Component:

The proposed site layout is shown on the site plan in Figure 1, below. The proposed facility would include an approximately 4.5-acre area with log decks for log storage and a partially enclosed debarker, a 48,000 square foot sawmill, an open 15,000 square foot firewood storage area with solar roof, a 9,600 square foot workshop, a 6,000 square foot boiler plant building, three (3) dry kilns, and associated infrastructure including truck scales, parking, and fuel and water storage. All of the facility structures utilize a common, simple design theme and metal siding, doors, and roofing, and natural cement features utilizing earth tone colors intended to blend with the dominant surrounding forest canopy and natural environment, as shown in Figure 2.

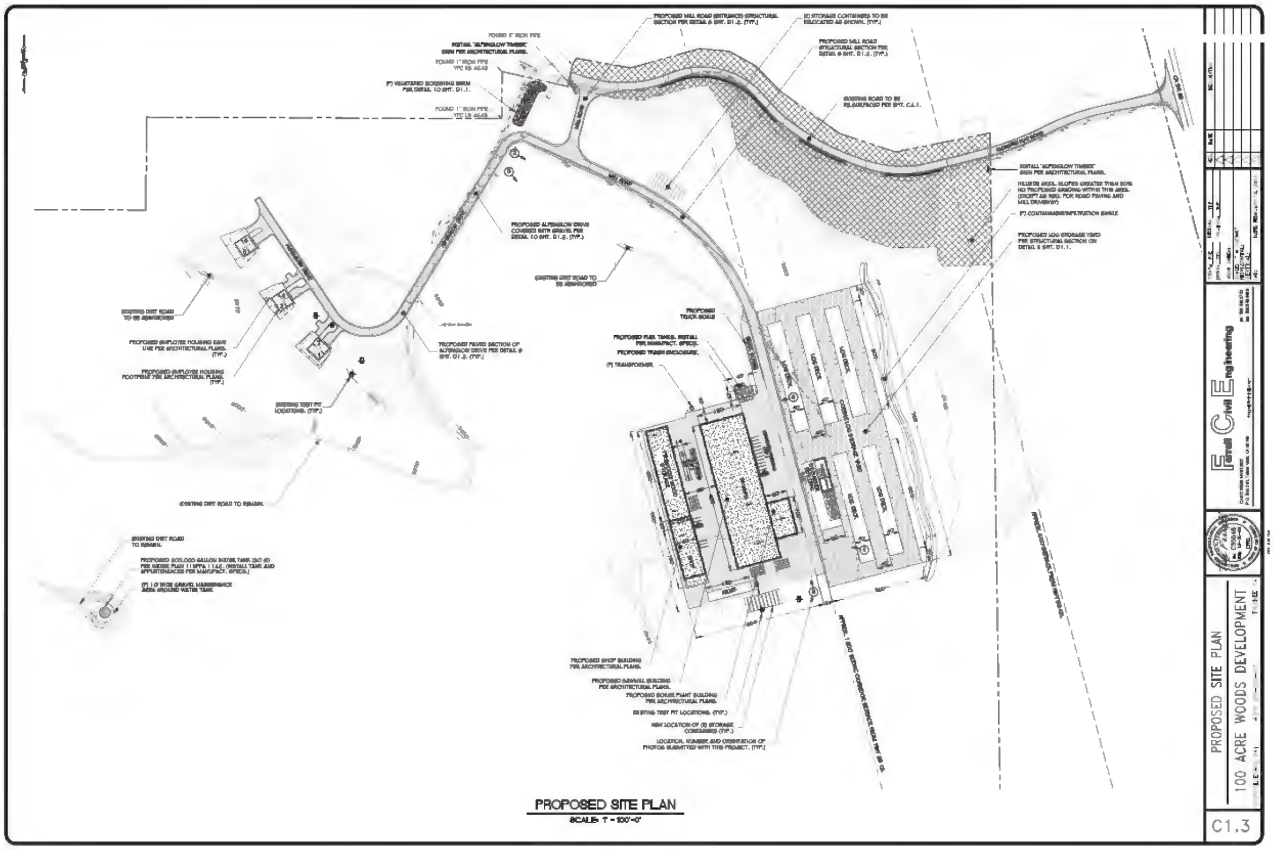

Figure 1: Site Plan

Figure 2: Facility Site Rendering

Residential Facility Component

Employee housing for five or more employees is subject to the permitting requirements of the California Employee Housing Act, requiring issuance of a permit to operate from the State Department of Housing and Community Development and compliance with County regulations related to building construction, sewage disposal, and water supply.

The proposed project includes six (6) housing units permitted under the California Employee Housing Act. The State-Regulated Employee Housing component would include three (3) duplexes with two (2) residential dwelling units each, for a total of six (6) proposed dwelling units. The residential component would be subject to standards for the construction, maintenance, use, and occupancy defined in the California Employee Housing Act.

The three residential duplex structures all utilize a similar rural design theme as shown in Figure 3, utilizing horizontal wood siding, wood trim, and asphalt roofing. Each duplex structure includes a two-car garage and utilizing an attached car port utilizing exposed heavy timber architectural elements for additional parking.

Figure 3: Housing Site Rendering

Supporting Development and Infrastructure:

The project includes a proposal for a total of 24 lights on two (2) of the facility buildings to provide internal lighting for the facility operation, in addition to residential lighting for the proposed duplexes. All project lighting will be downcast and shielded from view from neighboring properties and roadways. The proposed project will incorporate native vegetation as landscaping and screening materials and includes approximately 25-acres located on the southern side of the subject parcel to be preserved as open space. Electricity for the proposed project would be provided by proposed extensions from existing infrastructure operated by Liberty Utilities. Water for the proposed project, including fire suppression as well as the operational and residential

components would be provided by an existing on site well supported by a proposed 200,000-gallon water tank to be located on an existing graded pad.

The proposed system will extend the 8" water main to service both components and provide new fire department connections to support fire suppression. Four new septic systems would be installed to provide for sewage disposal for the proposed project; one system is proposed to support restrooms in the proposed facility and one system is proposed to support each for the three (3) proposed duplexes.

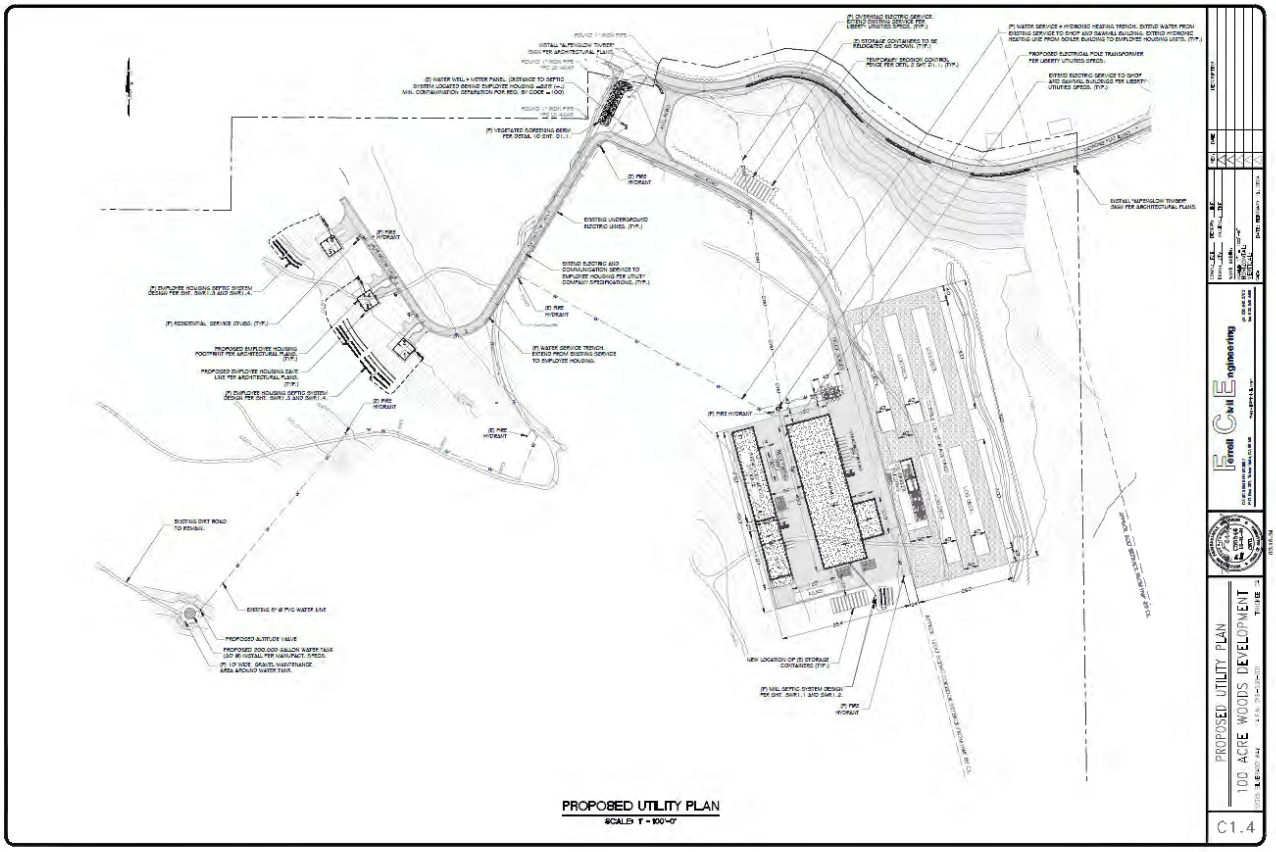

Figure 4: Proposed Utility Infrastructure Site Plan

The project components would be accessed via new interior roads utilizing an existing driveway off of Klondike Flat Road. Klondike Flat Road originates from State Route (SR) 89 utilizing an approximate 450' stretch of roadway located within a 60' wide right of way through a parcel of land owned by the United States Forest Service (APN 016-530-011) by way of a Special Use Permit granted in 1976 and amended in 1985.

The Klondike Flat roadway is contained within a dedicated 60' right-of-way in which then extends beyond the project boundary to Silverado Way. Klondike Flat Road would be improved to provide for two (2) 10-foot-wide travel lanes which meet Two-Way Fire Safe Access Road Standards as shown in Figure 5. The interior roadways leading to both the facility component (Mill Road) and the residential component (Alpenglow Drive) would be developed to provide for two (2) 10-foot-wide travel lanes to achieve Fire Access Road Standards. Residential dwelling units would be accessed via proposed private driveways improved to meet Private Driveway Construction Standards.

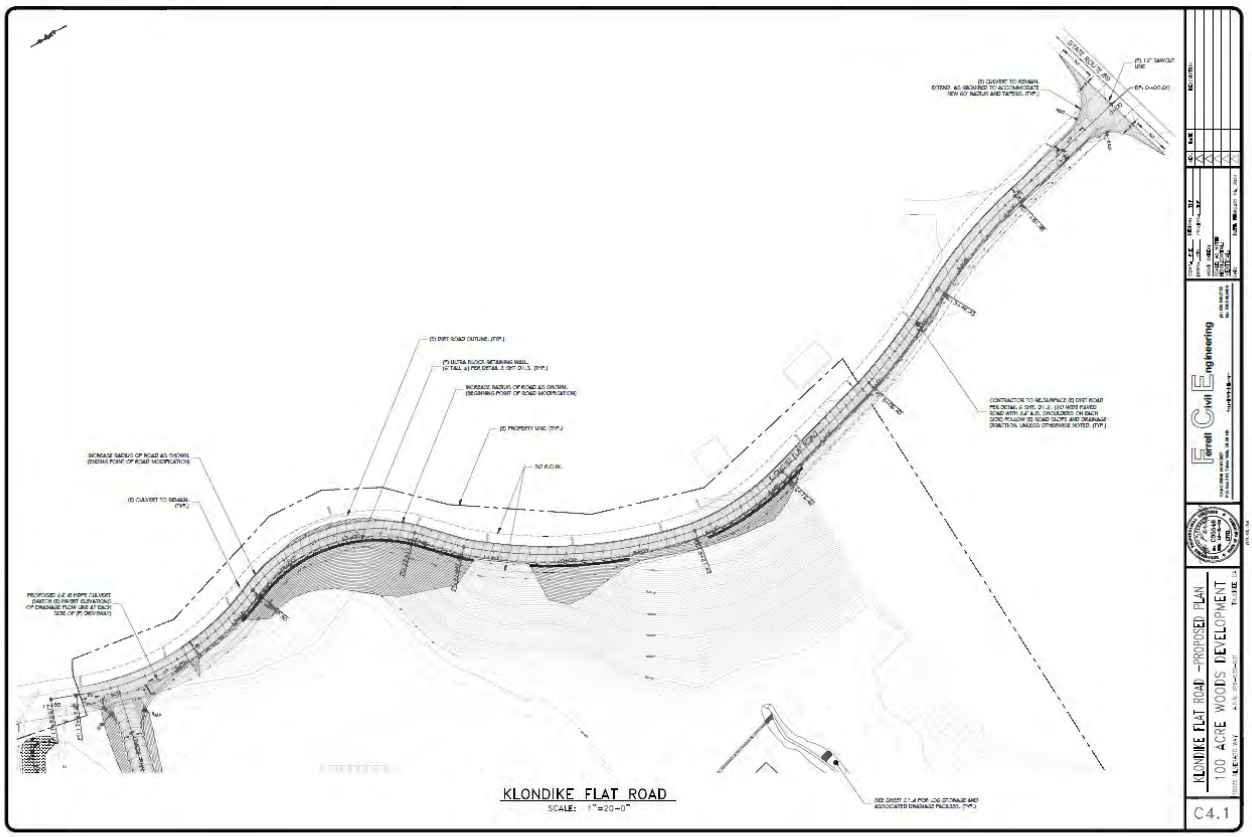

Figure 5: Proposed Klondike Flat Road Improvements

Project Operation:

The facility would operate 6 days per week, Monday through Saturday from 7 A.M to 10 P.M and produce 4.5 million board feet of lumber per year, generate 2,000 cords of firewood, and utilize processing and forest residuals to fuel the wood-fired boiler. Wood material would be sustainably sourced from fuels management and forestry projects throughout the surrounding region and hauled to the site from various project locations.

The project components would be accessed via new interior roads utilizing an existing driveway off of Klondike Flat Road. A total of 10 trucks are proposed to haul wood material to the site on operational days and cut lumber will be hauled away from the site in 4 trucks per day. Including residential and service trips, the total number of trips generated by the project is 61 daily trips with 7 occurring in the peak hour. Of these trips, 39 daily trips and 4 peak hour trips are proposed as new trips, the remainder are existing trips that would have gone to or from the existing operation in the Hobart Mills area located to the northeast of the proposed project on the opposite side of SR 89.

The project is expected to generate noise associated with operation of the proposed facility, including traffic noise along SR 89 and Klondike Flat Road. The primary noise sources associated with operation of the proposed project include the sawmill, the planar, the debarker, firewood cutting machine, loading and unloading of raw materials and finished products, forklifts, and heavy truck and auto circulation both entering and traversing the project site.

The boiler would support the operation of the dry kilns and provide space heat on-site to the facility and residential units. The boiler and kilns would operate for 365 days per year and 24 hours per day utilizing wood products from the operation. Operation of the boiler is the primary source of project related emissions, and the estimated operational emissions for the proposed project are 7,622 metric tons of CO_2e per year.

Project Construction:

In order to construct the proposed development, approximately 17.7-acres of total ground disturbance would occur across the approximately 124-acre parcel. Ground disturbance is anticipated to extend from minimal surface disturbance to up to 6 feet below surface. Approximately 17,000 cubic yards of material would be excavated, and approximately 2,400 cubic yards used as fill onsite, with excess cut disposed of offsite at the Hobart Mills Recycled Aggregate Yard Eastern Regional Landfill. Development of the improvements included in the proposed project would result in the parcel being covered with approximately five (5) percent impervious surfaces.

The project components are proposed to develop concurrently and all construction is anticipated to occur across a 22- to 24-month period and occur within the standard approval timeline of three years from project approval. Construction activities are anticipated to occur no more than six (6) days per week, with operating hours not to exceed 7:00 AM until 7:00 PM.

Project Location Description and Surrounding Land Zoning & Uses:

The subject property is 124.06-acres in size and is located approximately 650 feet west of the Klondike Flat Road and SR 89 intersection north of Truckee.

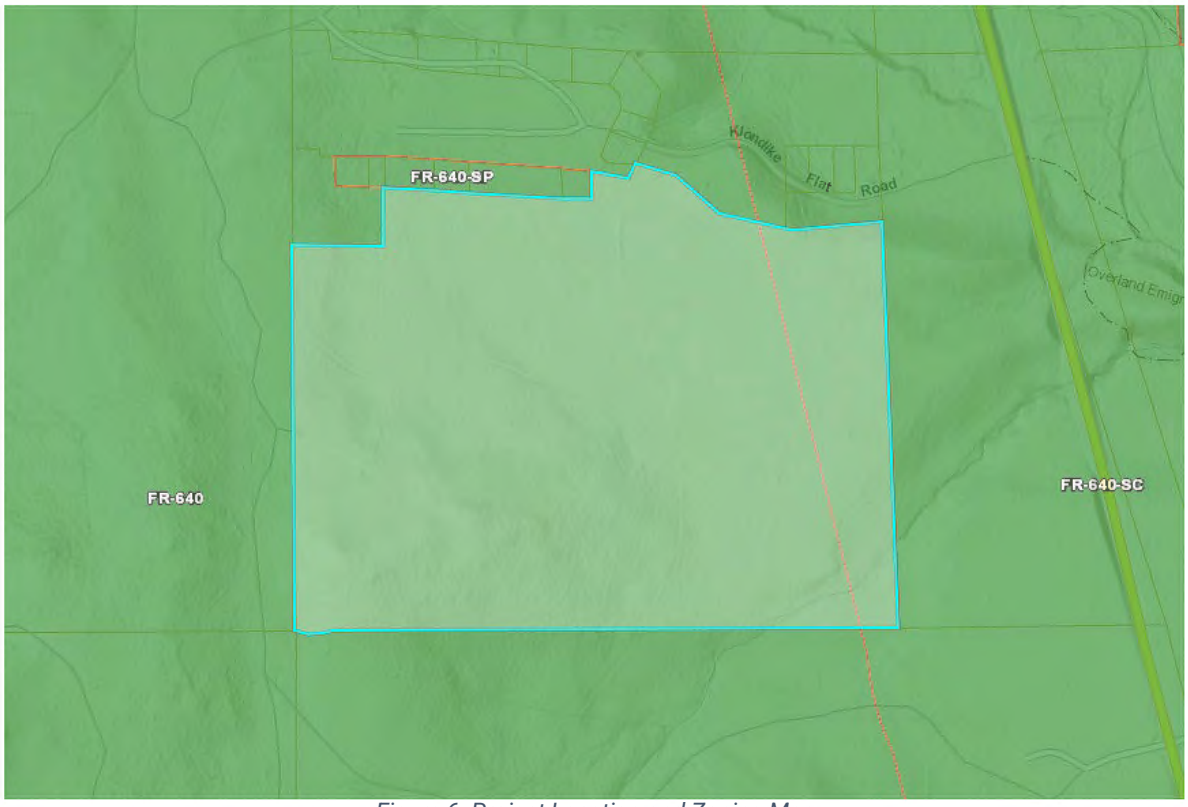

Figure 6: Project Location and Zoning Map

The subject property has a General Plan designation of FOR-640 (Forest – 640-acres minimum parcel size) and a split Zoning designation of FR-640-SC (Forest – 640-acres minimum parcel size – Scenic Corridor Combining District) and FR-640. The subject property consists of managed forest land at various stages of maturity, with several dirt access roads and clearings used for storage of logs and equipment.

The site is surrounded to the west, south, and east by similar forest land owned by the United States Forest Service. The subject property is situated within a 160-acre inholding on the Tahoe National Forest. Surrounding land uses include forest and recreational uses on the surrounding USFS parcels, as well as a neighborhood comprised of approximately a dozen residences on ½-acre to 1-acre lots, and several private dirt roads. Figure 5 shows the zoning and configuration of the project parcel and surrounding parcels.

Relationship to Other Projects:

An historical unpermitted solid waste disposal site exists on the southern portion of the subject property and is located outside of the proposed project site disturbance area. The site contains soil contamination which resulted from historic use of the site as a waste disposal site by previous property owners as documented by the Department of Environmental Health. The project applicant has closely coordinated with the Department of Environmental Health, Lahontan Regional Water Quality Control Board, and the California Department of Resources Recycling and Recovery (CalRecycle) to complete a draft "Removal Action Workplan" which describes procedures for conducting soil excavation, off-site soil disposal and on-site soil management (NV5, updated in January 2024).

These clean-up and management activities are not a part of the proposed project and will require separate permitting and environmental review pursuant to CEQA. Development and implementation of the proposed project will avoid the site entirely pursuant to mitigation measures and project conditions of approval.

Tribal Consultation:

California Native American Tribes with ancestral land within the project area were routed the project during distribution on April 27, 2023. Tribes include the T'si Akim Maidu of the Taylorsville Rancheria, the United Auburn Indian Community (UAIC), the Nevada City Rancheria, the Washoe Tribe of Nevada and California, and the Shingle Springs Band of Miwok Indians. No requests for consultation were received. The California Native American Tribes will be sent a Notice of Availability for Public Review and Notice of Intent to Adopt a Mitigated Negative Declaration for this project, which will allow the California Native American Tribes the opportunity to comment on the analysis of environmental impacts. Mitigation has been included in Sections 5 and 18 of this initial study to address a plan for further consultation, if needed.

Other Permits Which May Be Necessary:

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

1. Building and Grading Permits – Nevada County Building Department
2. Well and Septic System Permits – Nevada County Environmental Health Department
3. Encroachment Permit – Caltrans

4. Construction and Industrial NPDES Storm Water Pollution Prevention Permit – Lahontan Regional Water Quality Board
5. Removal Action Workplan – Lahontan Regional Water Quality Board, CalRecycle
6. Dust Control Plan – Northern Sierra Air Quality Management District
7. Timberland Conversion Permit and Timber Harvest Plan – CAL FIRE

SUMMARY OF IMPACTS and PROPOSED MITIGATION MEASURES

Environmental Factors Potentially Affected:

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

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

Summary of Impacts and Recommended Mitigation Measures:

1. AESTHETICS

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

Mitigation Measure 1A: Minimize reflectivity and glare from building materials. All potentially reflective building materials and surfaces shall be painted or otherwise treated to minimize reflectivity. Any mechanical equipment, air conditioning units, heating units, gutters, screens, vents or flashing placed on the roof of any structure shall be painted to prevent glare. All glass used on external building walls and the proposed water tank shall be low reflectivity. This condition shall be shown on all improvement/building plans prior to permit issuance.

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

2. AGRICULTURAL/FORESTRY RESOURCES

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

Mitigation Measure 2A: Obtain a Timber Conversion Permit and Timber Harvesting Plan by CAL FIRE. Prior to any tree removal and the issuance of grading and improvement permits for the proposed project, the applicant shall obtain a Timber Conversion Permit and Timber Harvesting Plan if required by CAL FIRE and provide evidence of the permits to the Planning Department.

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

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:

3. AIR QUALITY

Mitigation Measure 3A: Prepare a Dust Control Plan. Prior to issuance of grading and improvement permits, submit a Dust Control Plan to Northern Sierra Air Quality Management District, if more than one (1) acre of natural surface area is to be altered or where the natural ground cover is removed, and gain their approval. The disturbance of natural surface area includes any clearing or grading. Include the approved Dust Control Plan on the project plans using clear phrasing and enforceable conditions, under its own heading. Provide evidence of NSAQMD approval to Nevada County with permit application submittal.

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

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

a) During construction, the contractor shall minimize idling time to a maximum of 5 minutes for all diesel powered equipment. Signs shall be posted in the designated queuing areas of the construction site to remind off-road equipment operators that idling is limited to a maximum of 5 minutes.
b) Alternatives to open burning of vegetative material will be used unless otherwise deemed infeasible by the District. Among suitable alternatives are chipping, mulching, or conversion to biomass fuel.
c) Grid power shall be used (as opposed to diesel generators) for job site power needs during construction.
d) Temporary traffic control shall be provided during all phases of the construction to improve traffic flow as deemed appropriate by local transportation agencies and/or Caltrans.

e) Construction activities shall be scheduled to direct traffic flow to off-peak hours unless otherwise deemed infeasible by the District.
f) There shall be a limit of one wood-burning appliance per residence, and it shall be an EPA Phase II certified appliance. Also, each residence shall be equipped with a non-woodburning source of heat.

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

Mitigation Measure 3C: Authority to Construct/Permit to Operate. Building, altering, replacing, or operating the proposed source of air contaminates, shall require an Authority to Construct Permit/Permit to Operate from the Air Pollution Control Officer, unless the Northern Sierra Air Quality Management District (NSAQMD) determines that such equipment is exempt from permitting or unless such equipment is currently registered with California Air Resources Board under the Portable Equipment Registration Program. The Authority to Construct shall be obtained at the same time as building permits. Prior to operation, an inspection shall be scheduled with the NSAQMD for the issuance of the Permit to Operate.

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

Mitigation Measure 3D: Reduce Emissions during Light Industrial Land Use Activities. The following are the minimum mitigation measures designed to help reduce project emissions related to operational activities which shall be included as a note on all plans prior to issuance of all grading, improvement, and building permits. In addition to these measures, all statewide air pollution control regulations shall be followed, including diesel regulations.

a) Mobile heavy equipment shall meet State engine-tier standards in effect at the time of operation.
b) During operation, the operator shall minimize idling time to a maximum of 5 minutes for all diesel powered equipment. Signs shall be posted in the designated queuing areas of the construction site to remind off-road equipment operators that idling is limited to a maximum of 5 minutes.
c) Alternatives to open burning of vegetative material will be used unless otherwise deemed infeasible by the District. Among suitable alternatives are chipping, mulching, or conversion to biomass fuel.
d) Grid power shall be used (as opposed to diesel generators) for job site power needs during construction.

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

Mitigation Measure 3E: Provide energy-efficient utilities. Improvement plans shall include documentation that they comply with the following measures prior to issuance of building permit: The project shall use energy efficient lighting (includes controls) and process systems beyond Title 24 requirements (e.g. water heating, furnaces, boiler units, etc.).

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

4. BIOLOGICAL RESOURCES

See Mitigation Measure 2A. To reduce potential construction impacts to biological resources, the following mitigation measures shall also be required and shall be included as notes on the approved improvement plans:

Mitigation Measure 4A: Sierra Nevada Snowshoe Hare. The following note shall be added to all improvement/grading/construction plans:

a) Avoidance. If feasible, construction will be completed entirely outside the snowshoe hare breeding season, or between September 1 and the end of February. If this mitigation measure is implemented, no other measures for snowshoe hares are required.

b) Pre-construction Surveys. If the project must be constructed wholly or in part during the snowshoe hare breeding season, a Nevada County prequalified biologist shall survey the proposed impact area(s) for active hare nests within seven days prior to the start of breeding season construction activities.

c) Establish Buffers. Should any active hare nests be discovered in or near proposed impact areas, a Nevada County prequalified biologist shall identify suitable construction free buffers around the nests. The buffers will be identified on the ground with flagging or fencing, and will be maintained until the biologist has determined that the nests are no longer active.

d) Monitoring. Active snowshoe hare nests in or near construction zones will be monitored by a Nevada County prequalified biologist a minimum of once per week to ensure that construction-free buffers are adequately protecting the affected hares, and to identify any additional avoidance and minimization measures that may be necessary. The monitoring effort will continue until the nests are no longer active or until construction is complete, whichever comes first.

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

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

a) Avoidance. If feasible, construction will be completed entirely outside the avian nesting season, or between September 1 and March 31. If this mitigation measure is implemented, no other measures for nesting birds are required.

b) Nest Surveys. If the project must be constructed wholly or in part during the avian nesting season (April 1 - August 31), a Nevada County prequalified biologist shall conduct pre-construction surveys for active raptor and migratory bird nests within 10 days prior to the start of nesting season construction activities. Nest surveys will encompass the project site and surrounding lands within ¼ mile for the northern goshawk and all other nesting birds. Nest surveys will be repeated every 10 days until the completion of all project-related vegetation clearing and grading activities.

c) Establish Buffers. Should any active nests be discovered in or near proposed construction zones, a Nevada County prequalified biologist shall identify suitable construction-free buffers around the nests. The buffers will be identified on the ground with flagging or fencing, and will be maintained until the biologist has determined that the young have fledged and are no longer reliant on the nest or parental care for their survival.

d) Monitoring. Active nests in or near construction zones shall be monitored by a Nevada County prequalified biologist a minimum of once every week to ensure that construction-free buffers are adequately protecting the affected birds, and to identify any additional avoidance and minimization measures that may be necessary. The monitoring effort will continue until the nests are no longer active or until construction is complete, whichever comes first.

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: Maternity Roosting Bats. The following note shall be added to all improvement/grading/construction plans:

a) Avoidance. If feasible, tree and snag removal will be conducted entirely outside of the bat maternity season, or between September 1 and April 14. If this mitigation measure is implemented, no other measures for roosting bats are required.

b) Pre-construction Surveys. If tree and snag removal must occur during the maternity season (April 15 - August 31), a Nevada County prequalified biologist shall conduct pre-construction surveys for active maternity roosts within 10 days prior to any such activities. The surveys will encompass all large trees and snags proposed for impact. The biologist will look for individuals, guano, and staining around cavity openings, and will listen for bat vocalizations. If necessary, the biologist will wait for nighttime emergence of bats from roost sites. If no active maternity roosts are found within the survey area, no further mitigation is required.

c) Establish Buffers. Should any active maternity roosts be discovered in trees or snags proposed for impact, the Nevada County prequalified biologist shall identify a suitable construction-free buffer around the roost site. The buffer will be identified on the ground with flagging or fencing, and will be maintained until a qualified biologist has determined that the nursery is no longer active.

d) Monitoring. Active maternity roosts shall be monitored by a Nevada County prequalified biologist a minimum of once every week to ensure that construction-free buffers are adequately protecting the affected colonies, and to identify any additional avoidance and minimization measures that may be necessary. The monitoring effort will continue until the bats have dispersed or until construction is complete, whichever comes first.

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

Mitigation Measure 4D: Provide Copies of Permit Conditions/Mitigation Measures to Contractors. To ensure the proper and timely implementation of all mitigation measures contained in this report, as well as the terms and conditions of any other required permits, the

applicant shall distribute copies of these mitigation measures and any other permit requirements to the contractors prior to grading and construction.

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

5. CULTURAL RESOURCES

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

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

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

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

7. GEOLOGY/SOILS

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

Mitigation Measure 7A: Halt Work and Contact the Appropriate Agencies if Paleontological Resources or Unique Geological Features are Discovered during Project Construction. All grading and construction plans shall include the note outlining the requirements provided below to ensure that any paleontological or geological resources discovered during project construction are properly managed. These requirements including the following:

Any person who, in the process of project activities, discovers any fossils, paleontological resources, or unique geological features within the project area, shall cease from all project activities within at least 100 feet of the discovery. A qualified paleontologist or geologist shall be notified to assess any discoveries and develop appropriate management recommendations for cultural resource treatment.

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

9. HAZARDS/HAZARDOUS MATERIALS

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

Mitigation Measure 9A: Halt Work and Contact the Appropriate Agencies if Solid Waste is Discovered during Project Construction. The extent of the existing waste disposal site and 100-foot setback thereto shall be delineated as a Non-Disturbance Area on all future improvement/grading/construction plans associated with this project. All grading and construction plans shall include the note outlining the requirements provided below to ensure that any waste discovered during project construction are properly managed. These requirements including the following:

Any person who, in the process of project activities, discovers any waste including sewage and any and all other waste substances, liquid, solid, gaseous, or radioactive, associated with human habitation, or of human or animal origin, or from any producing, manufacturing, or processing operation, including waste placed within containers of whatever nature prior to, and for purposes of, disposal shall cease from all project activities on the project site. The Nevada County Department of Environmental Health as the Local Enforcement Agency and the Lahontan Water Quality Control Board shall be notified to assess any discoveries and develop appropriate management recommendations for waste treatment and site cleanup.

Timing: Prior to issuance of grading/improvement/building permits and throughout construction.
Reporting: Approval of future grading/improvement permit
Responsible Agency: Planning Department, Environmental Health Department, and the Lahontan Regional Water Quality Control Board

10. HYDROLOGY/WATER QUALITY

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

Mitigation Measure 10A: Storm Water Pollution Prevention Plan (SWPPP). Obtain a Storm Water Pollution Prevention Plan (SWPPP) from the Lahontan Regional Water Quality Control Board. Given that the project would disturb over one acre, the project applicant shall obtain permit coverage under the Construction General Order from the Lahontan Regional Water Quality Control Board and provide it to the Building Department prior to the onset of any construction activities and prior to issuance of grading and improvement permits. The project applicant shall obtain coverage under the Industrial General Order from the Lahontan Regional Water Quality Control Board and provide it to the Building Department prior to final inspection of improvement permits.

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

Responsible Agency: Planning Department, Building Department, and LWQCB

13. NOISE

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

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

- Construction activities (excluding activities that would result in a safety concern to the public or construction workers) shall be limited to between the daytime hours of 7 AM and 7 PM daily.
- Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.
- When not in use, motorized construction equipment shall not be left idling for more than 5 minutes.
- Stationary equipment (power generators, compressors, etc.) shall be located at the furthest practical distance from nearby noise-sensitive land uses or sufficiently shielded to reduce noise-related impacts.
- Operational activities shall be limited to between the daytime hours of 7 AM and 10 PM daily.

Timing: Prior to issuance of grading/improvement/building permits and throughout construction.
Reporting: Agency approval of permits or plans
Responsible Agency: Planning Department and Building Department

Mitigation Measure 13B. Limit Heavy Truck Trips to Daylight Hours Only (7AM-7PM): The following note shall be included on all future grading, improvement, and building permits:

- Heavy truck trips shall be limited to between the daytime hours of 7 AM and 7 PM daily.
- The operation is required to provide mufflers which meet the standards of the California Highway Patrol on all trucks belonging to the operator and used on public roadways.

Timing: Prior to issuance of grading/improvement/building permits and throughout operation.
Reporting: Agency approval of permits or plans
Responsible Agency: Planning Department and Building Department

18. TRIBAL CULTURAL RESOURCES

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

Mitigation Measure 18A: Unanticipated Tribal Cultural Resources. If any suspected 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 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 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 & California Native American Tribes

19. UTILITIES/SERVICE SYSTEMS

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

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

Timing: Prior to Issuance of grading/improvement/building permits and throughout construction
Reporting: Planning Department Approval of Grading and Construction Permits
Responsible Agency: Planning Department and Building Department

Mitigation Monitoring Matrix:

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

2A	NSAQMD and Planning Department	Prior to issuance of grading/improvement/building permits.
3A	NSAQMD and Planning Department	Prior to issuance of grading/improvement/building permits.
3B	NSAQMD and Planning Department	Prior to issuance of grading/improvement/building permits and throughout construction.
3C	NSAQMD and Planning Department	Prior to issuance of grading/improvement/building permits and throughout construction.
3D	Planning Department	Prior to issuance of grading/improvement/building permits and throughout construction.
3E	NSAQMD and Planning Department	Prior to issuance of grading/improvement/building permits and throughout construction.
4A	Planning Department and Building Department	Prior to issuance of grading/improvement/building permits and throughout construction.
4B	Planning Department and Building Department	Prior to issuance of grading/improvement/building permits.
4C	Planning Department and Building Department	Prior to issuance of grading/improvement/building permits and throughout construction.
4D	Planning Department and Building Department	Prior to Issuance of grading/improvement/building permits and throughout construction
5A	Planning Department and Building Department	Prior to Issuance of grading/improvement/building permits and throughout construction
7A	Planning Department and Building Department	Prior to Issuance of grading/improvement/building permits and throughout construction
9A	Planning Department, Environmental Health Department, and LWQCB	Prior to Issuance of grading/improvement/building permits and throughout construction
10A	Planning Department, Building Department, and LWQCB	Prior to Issuance of grading/improvement/building permits and throughout construction
13A	Planning Department and Building Department	Prior to Issuance of grading/improvement/building permits and throughout construction
13B	Planning Department and Building Department	Prior to Issuance of grading/improvement/building permits and throughout operation

18A	Planning Department & California Native American Tribes	Prior to Issuance of grading/improvement/building permits and throughout construction
19A	Planning Department and Building Department	Prior to Issuance of grading/improvement/building permits and throughout construction

INITIAL STUDY AND CHECKLIST

Introduction

This checklist is to be completed for all projects that are not exempt from environmental review under the California Environmental Quality Act (CEQA). The information, analysis and conclusions contained in the checklist are the basis for deciding whether an Environmental Impact Report (EIR) or Negative Declaration is to be prepared. If an EIR is determined to be necessary based on the conclusions of the Initial Study, the checklist is used to focus the EIR on the effects determined to be potentially significant. This Initial Study uses the following terms to describe the level of significance of adverse impacts. These terms are defined as follows.

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

1. AESTHETICS

Existing Setting:

Aesthetic values in Nevada County include the extraordinary scenic quality of its natural resources as well as the aggregate appearance of structures in the built environment. Protection of scenic values relies on land use strategies that include the establishment of open space, forest lands, conservation areas and agriculture zoning. General Plan Policy calls for promoting and providing for aesthetic design in new development, which reflects existing character. The subject parcel and surrounding lands are located within rural area of Eastern Nevada County and is surrounded by parcels which are owned by the United States Forest Service. The subject site is characterized as managed Jeffery Pine forest at various stages of maturity.

The project is located west of the intersection of Highway 89 and Klondike Flat Road, approximately four miles north of the Town of Truckee in unincorporated Eastern Nevada County. Highway 89 is listed as a Scenic Highway within the California Scenic Highway System and part of the Federal Donner Yuba-Donner Scenic Byway. Along the western portions of the site, the Scenic Corridor Combining District is located 1,200 feet from Highway 89. The subject site is undeveloped with several dirt access roads and clearings used for storage of logs and equipment. The portions of the subject property which are located in the Scenic Corridor Combining District are not visible from Highway 89 due to natural buffering provided by topography and mixed conifer vegetation, as shown in Figures 6 and 7, below.

Figure 7: Northbound SR89 Corridor

Figure 8:Southbound SR89 Corridor

Except as provide in Public Resources Code Section 21099, would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Have a substantial adverse effect on a scenic vista?			✓		A, B
b. Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?				✓	A, B,1
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			✓		A
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?		✓			A, 2

Impact Discussion:

1a, c. The proposed project would require approximately 14.1-acres of total ground disturbance in order to allow for the development of the sawmill facility and employee housing. Nevada County Land Use and Development Code (LUDC) Section 2.7.7 – Scenic Corridor Combining District requires a Scenic Corridor Analysis to evaluate how the development will ensure compliance with the scenic nature of the surrounding area, and how it will minimize impacts to identified scenic resources. The Scenic Corridor Combining District is located on the eastern portion of the subject property, extending onto the property by approximately 650-feet on the northern side of the property and approximately 100-feet on the southern side of the property.

The majority of the proposed development would be located outside the Combining District, including all buildings. The exception is the approximately 4.5-acre log storage yard area with log decks, including the enclosed de-barker as it utilizes a previously disturbed and clear-of-vegetation area. Neither this log storage area nor the project area beyond to the west is visible from the State Highway 89 North roadway. This non-visibility is both a function of the dense tree cover existing between the site and roadway, but also factoring both the vertical and horizontal separation provided from the travelled-way of SR 89 North. Specifically, the proposed project

maintains an approximate 900' vertical separation between the finished elevation of the project and the SR 89 North elevation as well as an approximate 1200' horizontal separation between the main sawmill building and SR 89 North right-of-way boundary.

The below-project-grade condition of the roadway increases from south-to-north, but nearly the entire length of this roadway segment is located within a cut and preventing any visibility of the project area from the travelled roadway. Further, no fencing, signs, lighting or parking is proposed within this scenic corridor area. As part of the project application, the applicant has provided a Scenic Corridor Analysis of the existing and proposed land uses. In reviewing the analysis, as well as the submitted site plan and visiting the project site, the topography and existing mixed conifer vegetation which is located along the western portion of SR 89 provides an adequate buffer of the proposed land uses from SR 89 and will remain in place.

Additionally, the entrance to the project site will be improved with a vegetated screening berm included in the project design to reduce the potential for aesthetic impacts to residential properties located north of the project site. Materials are rustic and natural, with metal siding and roofing, and timbers milled from the site for the signposts. The remaining frontage is proposed to utilize the existing natural landscaping along Klondike Flat to obstruct views of the project from neighboring residential properties.

The project proposes to install Klondike Flat Road-facing signage on Klondike Flat Road and at the entrance to the project site that would be visible to roadway users. Topography and tree cover would limit longer-range visibility from SR 89. The new siting of multiple signs as proposed in the Comprehensive Sign Plan will be in compliance with the Nevada County Land Use and Development Code as described by the project specific conditions of approval. Therefore, visual character impacts from the proposed development are anticipated to be minimal with the implementation of development standards in the Nevada County Zoning Code, and this impact is considered ***less than significant.***

1b. SR 89 through the project area is not a State-designated scenic highway. Therefore, the proposed project would have ***no impact*** on scenic resources within a state scenic highway.

1d. The project includes a proposal for 24 lights on two (2) of the facility buildings, residential lighting for the proposed duplexes, and some materials, such as the roofing, could be reflective. Although no photometric analysis was submitted for this project, due to the natural topography, existing vegetation, and distance from neighboring properties, light trespass to other properties is not expected to occur, and project conditions of approval require all exterior lighting be downcast and shielded from view. However, given the proposed lighting and the project's location in a rural environment, the project nonetheless has the potential to have adverse impacts on the visual quality by creating new light and glare sources in a rural environment. Impacts would be ***less than significant with mitigation*** with the implementation of controls as identified below in Mitigation Measures 1A, which would minimize reflectivity from building materials.

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

Mitigation Measure 1A: Minimize reflectivity and glare from building materials. All potentially reflective building materials and surfaces shall be painted or otherwise treated to minimize reflectivity. Any mechanical equipment, air conditioning units, heating units, gutters, screens, vents or flashing placed on the roof of any structure shall be painted to prevent glare. All glass used on external building walls and the proposed water tank shall be low reflectivity. This condition shall be shown on all improvement/building plans prior to permit issuance.

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

2. AGRICULTURAL/FORESTRY RESOURCES

Existing Setting:
The project site is located outside the area mapped by the California Department of Conservation Important Farmlands Maps (2016), likely due to the project being located on the eastern slope of the Sierra Nevada Mountain Range. The project site does not contain any land within a Williamson Act contract, nor is the parcel within a Timberland Production Zone.

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

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

Impact Discussion:

2a,b,c. The proposed project would require approximately 14.1-acres of total ground disturbance in order to allow for the development of the sawmill facility and employee housing. As noted above, the project site is not mapped as being within the California Department of Conservation Important Farmlands Maps. There are no irrigated pasture lands or agricultural operations on the subject 133-acre site. Additionally, the proposed project will not conflict with or convert existing zoning for agricultural use. Neither the subject property nor adjacent properties are under a Williamson Act contract, and surrounding lands are zoned and designated for natural resource and residential uses.

The proposed project does not include a change in zoning out of a Forest or Timber Production Zone, and would not result in the loss or conversion of land zoned Forest or Timber Production Zone because the proposed use is considered a forest related land use. As a result, the proposed project is anticipated to have ***no impact*** on a Williamson Act contract(s) or conversion of farmlands to a non-agricultural use.

2d,e. The proposed project does not include a change in zoning out of a Forest or Timber Production Zone, and would not result in the loss or conversion of land zoned Forest or Timber Production Zone because the proposed sawmill facility and employee residential component are considered a forest use. The project design includes the removal of approximately 350 pine trees over 6 inches diameter at breast height (dbh) from approximately 18 acres to both allow for development of the proposed project, and to conduct forest management operations on the subject parcel, which requires a Timberland Conversion Permit (TCP) and a Timber Harvest Permit (THP) from CAL FIRE. With implementation of the conditions within the TCP and/or THP, which include environmental mitigation to reduce impacts to forest land with tree removal, the project would result in ***less than significant impacts with mitigation***.

Mitigation:

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

Mitigation Measure 2A: Obtain a Timber Conversion Permit and Timber Harvesting Plan by CAL FIRE. Prior to any tree removal and the issuance of grading and improvement permits for the proposed project, the applicant shall obtain a Timber Conversion Permit and Timber Harvesting Plan if required by CAL FIRE and provide evidence of the permits to the Planning Department.

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

3. AIR QUALITY

Existing Setting:

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

The Northern Sierra Air Quality Management District has responsibility for controlling air pollution emissions including "criteria air pollutants" and "toxic air pollutants" from direct sources (such as factories) and indirect sources (such as land-use projects) to improve air quality within Nevada County. To do so, the District adopts rules, regulations, policies, and programs to manage the air pollutant emissions from various sources, and also must enforce certain statewide and federal rules, regulations and laws.

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

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

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

For eight-hour average ozone concentrations, Nevada County is serious nonattainment for both the 2008 and 2015 state and federal ozone standards of 75 and 70 parts per billion, respectively (Table 1). Unlike other pollutants, ozone is not typically released directly into the atmosphere from any sources. Ozone is created by the interaction of Nitrogen Oxides and Reactive Organic Gases (also known as Volatile Organic Compounds) in the presence of sunlight, especially when the temperature is high. The major sources of Nitrogen Oxides and Reactive Organic Gases, known as ozone precursors, are combustion sources such as factories, automobiles and evaporation of solvents and fuels. Ozone is mainly a summertime problem, with the highest concentrations generally observed in July and August, when the days are longest, especially in the late afternoon and evening hours. Ozone is considered by the California Air Resources Board to be overwhelmingly transported to Nevada County from the Sacramento Metropolitan area and, to a

lesser extent, the San Francisco Bay Area. This recognition of overwhelming transport relieves Nevada County of CAAQS-related requirements, including the development of CAAQS attainment plan with a "no-net-increase" permitting program or an "all feasible measures" demonstration.

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

Nevada County is in compliance with all of the federal particulate matter standards, but like most California counties it is out of compliance with the state PM10 standards. Particulate-matter is identified by the maximum particle size in microns as either PM2.5 or PM10. PM2.5, is mostly smoke and aerosol particles resulting from woodstoves and fireplaces, vehicle engines, wildfires, and open burning. PM-10 is a mixture of dust, combustion particles (smoke) and aerosols from sources such as surface disturbances, road sand, vehicle tires, and leaf blowers.

Ultramafic rock and its altered form, serpentine rock (or serpentinite), both typically contain asbestos, a cancer-causing agent. Ultramafic rock and serpentine exist in several locations in Nevada County, mainly in the western area, thus it is unlikely that these materials exist in the project area (Northern Sierra Air Quality Management District). The USGS National Geologic Map does not identify this site as having ultramafic rock.

There are no schools or daycare facilities within three miles of the project parcel. There are several residences (approximately 20) scattered off Klondike Flat Road just north of the project parcel. The closest point of Klondike Flat Road is estimated to be approximately 1,000 feet from the proposed sawmill building and boiler plant building, thus the nearest residential parcel is approximately 1,000 feet to the north of the proposed emission sources.

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

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Conflict with or obstruct implementation of the applicable air quality plan.		✓			A, D
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?		✓			A, D, 5, 6, 7, 8

c. Expose sensitive receptors to substantial pollutant concentrations?			✓		A, D, 8
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			✓		A, 8

Impact Discussion:

3a. Nevada County's 1995 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 Rule 226, the Nevada County General Plan Air Quality Element policies are intended to apply to development that generates new residents or new employees. Mitigation Measure 3A requires compliance with Rule 226, which is related to the control of dust emissions. Mitigation Measure 3B requires compliance with Rule 312, which is related to alternatives to open burning for the disposal of vegetation. Mitigation Measure 3C requires compliance with Rule 401, which requires the applicant to obtain an Authority to Construct Permit/Permit to Operate. Therefore, by assessing air pollution and emissions associated with the proposed project and recommending mitigation measures based on Thresholds of Significance established by the Northern Sierra Air Quality Management District (NSAQMD), the project as proposed would comply with Northern Sierra Air Quality Management District regulations. In addition, based on the County's review of the NSAQMD Rules and Guidelines for Assessing and Mitigation Air Quality Impacts of Land Use Projects, it appears several of the objectives of the NSAQMD regulations are achieved through the application of mitigation measures provided below.

Therefore, given the above discussion, the project itself will not violate any established policies or standards for the protection of air quality nor would it conflict with or obstruct implementation of any quality plan, therefore air quality impacts would be ***less than significant with mitigation***.

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

The California Emissions Estimation Model (CalEEMod) provides a means to estimate potential emissions associated for both construction and operation of land use projects. Estimated construction impacts were determined using the parameters specific to this proposed project and the CalEEMod model identified potential increases in the pollutants of concern during various stages of both the construction and operation phase the project (CalEEMod Version 2016.3.2 2016). The Northern Sierra Air Quality Management District (NSAQMD) established thresholds of significance for assessing and mitigating air quality impacts of land use projects, as shown in the tables provided below. Level A requires the most basic mitigations, projects falling within the Level B range require more extensive mitigation and Level C requires the most extensive mitigations.

The proposed project would require approximately 14.1-acres of total ground disturbance in order to allow for the development of the sawmill facility and employee housing. Construction activities would include site preparation, grading, building construction, paving, and architectural coating. The proposed project would include approximately 6.2 acres of paving for the project site and proposed paving of Klondike Flat Road, and 4.5 acres of gravel surface. Grading excavation volumes were estimated at 16,850 cubic yards of cut and 2,400 cubic yards of fill, resulting in 14,450 cubic yards of export. Default assumptions for construction were generated by CalEEMod based upon the project site footprint, proposed building square-footages, and proposed acres of paving. Table 1, below, shows that estimated project construction related pollution levels would fall within NSAQMD Level B thresholds and would require more extensive mitigation as described by NSAQMD.

Table 1. Project Construction Air Quality Impacts		
Pollutant	NSAQMD Threshold*	Project Impact
NOx	24-136 lbs/day	59.0 lbs/day
ROG	24-136 lbs/day	29.5 lbs/day
PM10	79-136 lbs/day	110.0 lbs/day
CO	N/A	55.8 lbs/day
*These thresholds are “Level B” in NSAQMD’s *Guidelines*. CalEEMod Version 2020.4.0 2022		

As indicated in Table 1, maximum daily unmitigated ROG, NOx, and PM10 emissions would exceed the NSAQMD Level A thresholds of significance and would be within the Level B range, thus NSAQMD Level A and Level B mitigations for use during design and construction phases would be per required NSAQMD guidance.

Mitigation Measures 3A and 3B are proposed to reduce emissions during project construction (increased particulate matter from diesel and dust and increased hydrocarbon release for the synthesis of ozone) from heavy equipment used for grading, brush chipping, and other construction activities, as well as from vegetative burning. The proposed project involves the disturbance of more than one acre and will therefore trigger the requirement for a Dust Control Plan to mitigate construction impacts on air quality, as shown in Mitigation Measure 3A. The required Dust Control Plan would significantly reduce the PM10 emissions displayed in Table 1, due to standard Dust Control Plan conditions including but not limited to periodic watering, reducing vehicle speeds on unpaved roads to 15 mph, and suspending earth moving activities when winds are expected to exceed 20 mph.

The NSAQMD recommends mitigation during the construction phase of this project including Mitigation Measure 3B requiring specific activities to reduce construction related emissions, as well as a requirement for alternatives to open burning of cleared vegetation. As described above, pursuant to NSAQMD Rule 401, the project is required to obtain an Authority to Construct Permit at the same time as building permits from the Air Pollution Control Officer. Finally, once construction is complete, an inspection must be scheduled with the NSAQMD for the issuance of the Permit to Operate pursuant to Mitigation Measure 3C.

The forestry management and material processing facility would include approximately seven employees and would operate 10 hours per day, Monday through Friday, except for the biomass boiler and kilns which would operate 24 hours per day, seven days per week. Table 2, below,

shows resultant operational impacts. Maximum daily ROG and NOx emissions would exceed the NSAQMD Level A thresholds of significance and would be within the Level B range. The maximum daily PM10 emissions would be below the NSAQMD Level A threshold of significance. These emissions are associated with energy use, boiler and kiln operations, and mobile sources associated with vehicle use.

Table 2. Project Operational Air Quality Impacts		
Pollutant	NSAQMD Threshold*	Project Impact
NOx	24-136 lbs/day	43.69 lbs/day
ROG	24-136 lbs/day	35.19 lbs/day
PM10	79-136 lbs/day	31.90 lbs/day
CO	N/A	19.14 lbs/day
*These thresholds are “Level B” in NSAQMD’s Guidelines. CalEEMod Version 2020.4.0 2022		

A majority of the NOx emissions would be from the operation of the biomass boiler, a majority of the VOC/ROG emissions would be from the dry kilns, and a majority of the PM10 emissions would be from operation of the sawmill. Emissions from the boiler would be reduced using control equipment as required through the permitting process such as selective catalytic reduction (SCR) converter. The maximum kiln temperature would be below 200ºF which produces lower emissions compared to operating at a kiln temperature greater than 200ºF. For sources with available water, water sprays will be used to control particulate matter emissions.

The proposed project has many work-related trip reducing benefits proposed through project design which reduce vehicular emissions and related air quality impacts, such as the onsite duplex housing for employees and the significant haul truck travel length reduction by locating the new sawmill in the project area nearby forestry management projects. Furthermore, the proposed project would use electric forklifts and the heavy-duty diesel equipment proposed (the feedstock loaders and log forwarder) have Tier 3 and Tier 4 engines. In order to ensure the project remains within the operational levels identified above, and to ensure that it does not contribute cumulatively considerable net increases in criteria pollutants that would substantially deteriorate ambient air quality or violate air quality standards, Mitigation Measures 3D and 3E reduce operational emissions, minimizing operational impacts as well as energy use through energy-efficient requirements. With implementation of Mitigation Measures 3A through 3E, the potential for this project to violate any air quality standards during either the construction or the operational phases would be ***less than significant with mitigation***.

3c,d. Project construction activities would result in the temporary emissions from the use of diesel powered on-site construction equipment and haul trucks. All construction equipment and operation thereof would be regulated per CARB’s In-Use Off- Road Diesel Vehicle Regulation, which is intended to reduce emissions associated with off-road diesel vehicles and equipment. Project construction would also be required to comply with all applicable NSAQMD rules and regulations and would be required to implement a Dust Control Plan. Potential localized odor sources associated with proposed project operation-related activities could originate from fumes from the biomass boiler units, diesel exhaust from off-road haul equipment, and diesel exhaust from incoming and out-going diesel-fueled heavy-duty transport vehicles. The biomass boiler units are not expected to produce significant air toxics as the equipment operate at land uses such as apartments, schools and nursing homes throughout the United States. All stationary

sources with the proposed project (e.g., biomass boiler units, kilns, sawmill, grinder/planer, etc.) would be permitted under the facility's required Authority to Construct/Permit to Operate through the NSAQMD. The facility would be subject to required health risk screening and analysis by the NSAQMD and would be subject to permit conditions to ensure NSAQMD rules and regulations would not be exceeded. Therefore, it is anticipated that the project would result in ***less than significant*** impacts related to exposing sensitive receptors to substantial pollutant concentrations and the generation of emissions that could affect a substantial amount of people.

Mitigation:

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

Mitigation Measure 3A: Prepare a Dust Control Plan. Prior to issuance of grading and improvement permits, submit a Dust Control Plan to Northern Sierra Air Quality Management District, if more than one (1) acre of natural surface area is to be altered or where the natural ground cover is removed, and gain their approval. The disturbance of natural surface area includes any clearing or grading. Include the approved Dust Control Plan on the project plans using clear phrasing and enforceable conditions, under its own heading. Provide evidence of NSAQMD approval to Nevada County with permit application submittal.

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

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

a) During construction, the contractor shall minimize idling time to a maximum of 5 minutes for all diesel powered equipment. Signs shall be posted in the designated queuing areas of the construction site to remind off-road equipment operators that idling is limited to a maximum of 5 minutes.
b) Alternatives to open burning of vegetative material will be used unless otherwise deemed infeasible by the District. Among suitable alternatives are chipping, mulching, or conversion to biomass fuel.
c) Grid power shall be used (as opposed to diesel generators) for job site power needs during construction.
d) Temporary traffic control shall be provided during all phases of the construction to improve traffic flow as deemed appropriate by local transportation agencies and/or Caltrans.
e) Deliveries of construction materials shall be scheduled to direct traffic flow to avoid the peak hours of 7:00–9:00 AM and 4:00–6:00 PM.
f) Construction activities shall be scheduled to direct traffic flow to off-peak hours unless otherwise deemed infeasible by the District.

g) There shall be a limit of one wood-burning appliance per residence, and it shall be an EPA Phase II certified appliance. Also, each residence shall be equipped with a non-woodburning source of heat.

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

Mitigation Measure 3C: Authority to Construct/Permit to Operate. Building, altering, replacing, or operating the proposed source of air contaminates, shall require an Authority to Construct Permit/Permit to Operate from the Air Pollution Control Officer, unless the Northern Sierra Air Quality Management District (NSAQMD) determines that such equipment is exempt from permitting or unless such equipment is currently registered with California Air Resources Board under the Portable Equipment Registration Program. The Authority to Construct shall be obtained at the same time as building permits. Prior to operation, an inspection shall be scheduled with the NSAQMD for the issuance of the Permit to Operate.

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

Mitigation Measure 3D: Reduce Emissions during Light Industrial Land Use Activities. The following are the minimum mitigation measures designed to help reduce project emissions related to operational activities which shall be included as a note on all plans prior to issuance of all grading, improvement, and building permits. In addition to these measures, all statewide air pollution control regulations shall be followed, including diesel regulations.

a) Mobile heavy equipment shall meet State engine-tier standards in effect at the time of operation.
b) During operation, the operator shall minimize idling time to a maximum of 5 minutes for all diesel powered equipment. Signs shall be posted in the designated queuing areas of the construction site to remind off-road equipment operators that idling is limited to a maximum of 5 minutes.
c) Alternatives to open burning of vegetative material will be used unless otherwise deemed infeasible by the District. Among suitable alternatives are chipping, mulching, or conversion to biomass fuel.
d) Grid power shall be used (as opposed to diesel generators) for job site power needs during operation.

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

Mitigation Measure 3E: Provide energy-efficient utilities. Improvement plans shall include documentation that they comply with the following measures prior to issuance of building permit: The project shall use energy efficient lighting (includes controls) and process systems beyond Title 24 requirements (e.g. water heating, furnaces, boiler units, etc.).

Timing: Prior to issuance of grading/improvement/building permits and throughout operation.

Reporting: Approval of future grading/improvement permit
Responsible Agency: Planning Department

4. BIOLOGICAL RESOURCES

Existing Setting:
A biological inventory was prepared for the subject property in 2022 by Geoffrey Cline and Rebekah Jensen of Live Oak Associates, Inc. On December 1, 2021, ecologist Geoff Cline surveyed the project site for its biotic habitats, the plants and animals occurring in those habitats, and potentially significant habitat values that may be protected by state and federal law. At the time of the field survey, the site consisted of managed Jeffrey pine forest at various stages of maturity, with several dirt access roads and clearings used for storage of logs and equipment. The site's Jeffrey pine forest appears to be of moderate value for terrestrial wildlife, tempered somewhat by anthropogenic disturbance and "edges" associated with log and equipment storage areas. According to the California Wildlife Habitat Relationships (CWHR) system, the wildlife value of the Jeffrey Pine habitat type is largely due to the food value of the Jeffrey pine seeds. The project site does not contain CDFW-designated Sensitive Natural Communities, USFWS designated critical habitat, or other sensitive habitats. The Jeffrey Pine Forest and Woodland alliance has a state rarity ranking of S4, meaning it is relatively common and not sensitive. The nearest unit of critical habitat is located approximately 4 miles to the west of the site, and is designated for the protection of the Sierra Nevada yellow-legged frog (*Rana sierrae*).

The project site's topography slopes gradually upward from east to west. Elevations range from approximately 5,916 feet National Geodetic Vertical Datum (NGVD) at the site's northeastern corner to 6,025 feet NGVD at the site's westernmost extent. One soil mapping unit, Martis-Euer variant complex, 2 to 5 percent slopes, makes up almost the entire project site. A second mapping unit, Kyburz-Trojan-Sierraville complex, 2 to 9 percent slopes, is found along the site's southern boundary, and accounts for less than 1 acre of the site. The closest hydrologic feature that is likely to be regulated as a Water of the U.S. and State is Prosser Creek, which flows from west to east approximately 1,000 feet north of the site at its closest point. Prosser Creek originates as two separate forks near the Sierra crest, 7 to 8 miles west of the project site. It is impounded at Prosser Creek Reservoir approximately 1 mile east of the project site, following which it flows into the Truckee River.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		✓			A, B, 2, 9

b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?		✓			A, B, 2, 9
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?		✓			A, B, 2, 9
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		✓			A, B, 2, 9
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		✓			A, B, 2, 9
f. Conflict with the provisions of an adopted Habitat Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓	A, B, 2, 9

Impact Discussion:

4a,d. The Biological Inventory evaluated the potential for Special Status plant and wildlife species, landmark trees and groves, Waters of the U.S. and wetlands to occur on or adjacent to the project site, as well as a review of the property for locally protected resources pursuant to the requirements of the Nevada County General Plan. Special status species were considered based on a current review of the California Natural Diversity Data Base (CNDDB) and database information provided by the United States Fish and Wildlife Service for the project area. Although the project site does not contain CDFW-designated Sensitive Natural Communities, USFWS designated critical habitat, or other sensitive habitats, potential construction-related impacts could still occur to the Sierra Nevada Snowshoe Hare, Nesting Raptors and Migratory Birds, Including the Northern Goshawk, and maternity Roosting Bats, Including the Pallid Bat and Townsend's Big-Eared Bat.

Pursuant to the Biological Inventory, there are very few modern records of the Sierra Nevada snowshoe hare in the Tahoe region; the CNDDB lists only two occurrences within 10 miles of the

site. However, based on several recent snowshoe hare detections during research activities in the Sagehen Experimental Forest, 3 to 4 miles northwest of the site, there is some potential for this species to occur in the vicinity, in which case it may be present on site from time to time. The site's Jeffrey pine forest could potentially support both breeding and foraging by this species, particularly in areas of dense shrub cover and/or in thickets of young conifers. The Sierra Nevada snowshoe hare is not expected to be adversely affected by project-related loss of habitat. Any snowshoe hares foraging on site at the time of construction would presumably avoid active work areas and thus not be susceptible to construction-related injury or mortality. However, breeding snowshoe hares are considerably less mobile, and may be injured or killed in their ground nests by construction equipment or activities.

To avoid impacts to breeding snowshoe hares, the applicant may choose to develop the project outside of the March-August breeding season. In practice, this would mean constructing the project in a two- or three-month window between September and November, before the first significant winter snowfall. Because an expedited and tightly-timed construction schedule may be logistically infeasible, Mitigation Measure 4A retains flexibility, allowing the project to be implemented during the snowshoe hare breeding season provided certain protections are provided.

The project site contains suitable nesting habitat for a number of avian species protected under the Migratory Bird Treaty Act and related state laws. Raptors potentially nesting on site include the northern pygmy owl and Cooper's hawk. Additionally, the special-status northern goshawk, while not typically associated with the open forest conditions that dominate the project site, may nest in locally dense forest patches in the western portion of the site, or on adjacent lands to the west and south. In addition to possibly nesting on site, the northern goshawk has the potential to use the site for foraging. The northern goshawk is a highly mobile species that would not be particularly vulnerable to construction-related injury or mortality while foraging because it would simply avoid or fly away from active construction zones. This species is also not expected to be adversely affected by project-related loss of habitat. While the project will remove some potential habitat for the northern goshawk, Jeffrey pine forest and other compatible forest types are regionally abundant.

To avoid impacts to nesting raptors and migratory birds, including the special status northern goshawk, the applicant may choose to develop the project outside of the nesting season, which in the project vicinity is approximately April 1 to August 31. However, as discussed above for the Sierra Nevada snowshoe hare, this would mean constructing the project in a two- or three-month window between September and November, before the first significant winter snowfall. Because an expedited and tightly-timed construction schedule may be logistically infeasible, Mitigation Measure 4B retains flexibility, allowing the project to be implemented during the nesting season provided certain protections are provided.

A few native bat species may potentially breed in the project site's Jeffrey pine forest. Although the pallid bat and Townsend's big-eared bat have some potential to be injured or killed by construction activities at their maternity roosts, they would not be vulnerable to construction related injury or mortality during other life stages. The site does not contain features likely to support winter hibernacula for these species. Pallid bats and Townsend's big-eared bats could forage on site, but are highly mobile foragers that would be expected to simply fly away from construction-related disturbance. To avoid impacts to breeding bats, including the special status

pallid bat and Townsend's big-eared bat, the applicant may choose to conduct all tree and snag removal outside of the maternity season, which in the project vicinity is approximately April 15 to August 31. However, this may not be feasible depending on overall project sequencing. Mitigation Measure 4C retains flexibility, allowing tree and snag removal to be carried out during the maternity season provided certain protections are provided.

With implementation of Mitigation Measures 4A through 4C, impacts related to wildlife movement and disturbance of local wildlife would be ***less than significant with mitigation.*** In order to ensure the timely implementation of these and other mitigation measures pertaining to biological resources, Mitigation Measure 4E, requiring that copies of the mitigation measures be provided to contractors, is also provided.

4b,c The Biological Inventory confirms that the project site does not contain any riparian habitat, waterways, wetlands or other sensitive natural communities. However, due to the scope of disturbance, the project will be required to obtain a Storm Water Pollution Prevention Plan (SWPPP) with the Lahontan Regional Water Quality Control Board, and enroll under both the Construction General Order for the construction component of the project, and enrollment under the Industrial General Order for the operational component, and this has been included as Mitigation Measure 10A. With enrollment process as shown in Mitigation Measure 10A, as well as Mitigation Measure 4E to ensure that contractors are aware of biological mitigation, the project would have impacts that are ***less than significant with mitigation.***

4e. The proposed project is not anticipated to conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Nevada County has a number of local policies and ordinances that protect sensitive resources, including deer habitat; rare, threatened, and endangered species and their habitats; timber resources; and watercourses, wetlands, and riparian areas and steep slopes. The project site does not contain water resources, steep slopes that would be disturbed (above 30 percent in grade), or any special-status species. The property does not have any landmark oak trees, which are defined as those oak groves that have a diameter at breast height (dbh) of thirty-six or more inches. There are likewise no landmark oak groves, which are groves having a canopy cover of thirty-three (33) percent or more canopy coverage. However, the project would include pine tree removal to accommodate project construction. The project will be required by CAL FIRE to obtain a Timber Conversion Permit and possibly a Timber Harvesting Plan, as shown and required in Mitigation Measure 2A, which would help to reduce impacts associated with the environmental impacts of tree removal. With the proposed measures, conflicts with local policies and ordinances are expected to be ***less than significant with mitigation.***

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

Mitigation:

See Mitigation Measure 2A. To reduce potential construction impacts to biological resources, the following mitigation measures shall also be required and shall be included as notes on the approved improvement plans:

Mitigation Measure 4A: Sierra Nevada Snowshoe Hare. The following note shall be added to all improvement/grading/construction plans:

a) Avoidance. If feasible, construction will be completed entirely outside the snowshoe hare breeding season, or between September 1 and the end of February. If this mitigation measure is implemented, no other measures for snowshoe hares are required.

b) Pre-construction Surveys. If the project must be constructed wholly or in part during the snowshoe hare breeding season, a Nevada County prequalified biologist shall survey the proposed impact area(s) for active hare nests within seven days prior to the start of breeding season construction activities.

c) Establish Buffers. Should any active hare nests be discovered in or near proposed impact areas, a Nevada County prequalified biologist shall identify suitable construction free buffers around the nests. The buffers will be identified on the ground with flagging or fencing, and will be maintained until the biologist has determined that the nests are no longer active.

d) Monitoring. Active snowshoe hare nests in or near construction zones will be monitored by a Nevada County prequalified biologist a minimum of once per week to ensure that construction-free buffers are adequately protecting the affected hares, and to identify any additional avoidance and minimization measures that may be necessary. The monitoring effort will continue until the nests are no longer active or until construction is complete, whichever comes first.

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

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

a) Avoidance. If feasible, construction will be completed entirely outside the avian nesting season, or between September 1 and March 31. If this mitigation measure is implemented, no other measures for nesting birds are required.

b) Nest Surveys. If the project must be constructed wholly or in part during the avian nesting season (April 1 - August 31), a Nevada County prequalified biologist shall conduct pre-construction surveys for active raptor and migratory bird nests within 10 days prior to the start of nesting season construction activities. Nest surveys will encompass the project site and surrounding lands within ¼ mile for the northern goshawk and all other nesting birds. Nest surveys will be repeated every 10 days until the completion of all project-related vegetation clearing and grading activities.

c) Establish Buffers. Should any active nests be discovered in or near proposed construction zones, a Nevada County prequalified biologist shall identify suitable construction-free buffers around the nests. The buffers will be identified on the ground with flagging or fencing, and will be maintained until the biologist has determined that the young have fledged and are no longer reliant on the nest or parental care for their survival.

d) Monitoring. Active nests in or near construction zones shall be monitored by a Nevada County prequalified biologist a minimum of once every week to ensure that

construction-free buffers are adequately protecting the affected birds, and to identify any additional avoidance and minimization measures that may be necessary. The monitoring effort will continue until the nests are no longer active or until construction is complete, whichever comes first.

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: Maternity Roosting Bats. The following note shall be added to all improvement/grading/construction plans:

a) Avoidance. If feasible, tree and snag removal will be conducted entirely outside of the bat maternity season, or between September 1 and April 14. If this mitigation measure is implemented, no other measures for roosting bats are required.

b) Pre-construction Surveys. If tree and snag removal must occur during the maternity season (April 15 - August 31), a Nevada County prequalified biologist shall conduct pre-construction surveys for active maternity roosts within 10 days prior to any such activities. The surveys will encompass all large trees and snags proposed for impact. The biologist will look for individuals, guano, and staining around cavity openings, and will listen for bat vocalizations. If necessary, the biologist will wait for nighttime emergence of bats from roost sites. If no active maternity roosts are found within the survey area, no further mitigation is required.

c) Establish Buffers. Should any active maternity roosts be discovered in trees or snags proposed for impact, the Nevada County prequalified biologist shall identify a suitable construction-free buffer around the roost site. The buffer will be identified on the ground with flagging or fencing, and will be maintained until a qualified biologist has determined that the nursery is no longer active.

d) Monitoring. Active maternity roosts shall be monitored by a Nevada County prequalified biologist a minimum of once every week to ensure that construction-free buffers are adequately protecting the affected colonies, and to identify any additional avoidance and minimization measures that may be necessary. The monitoring effort will continue until the bats have dispersed or until construction is complete, whichever comes first.

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

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

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

5. CULTURAL RESOURCES

Existing Setting:
The project site is located near Hobart Mills, Nevada County, California. The parcel is situated in the southwest comer of Section 22, Township 18 North, Range 16 East. South of the project site is the Alder Creek/Prosser Lake area, where a portion of the Donner Party wintered in the fall of 1846. There are numerous recorded historic and prehistoric archaeological sites in the greater Truckee/Martis Valley area. On May 22, 1992 a complete, systematic walk over of the 137 acre parcel was conducted by Neal Neuenschwander, Marvin Marine, and Tim Peak of Peak & Associates, Inc. An addendum to the Peak and Associates survey report addressing the same parcel was conducted by Far Western Anthropological Research Group, Inc.

On December 8, 2021, Far Western archaeologists Andrew Frierson, M.A., and Allen McCabe, B.A., conducted an intensive pedestrian survey of the project site. No previously recorded cultural resources are located within the project site, although site P-29-001762, identified and assigned the temporary number PA-92-29 by Peak and Associates (1992), plots immediately adjacent to the area. Previous resources include a lithic scatter (P-29-001762) that consists of one basalt projectile point base, approximately 20 basalt flakes, and one obsidian flake, and a precontact isolate (P-29-001763) that consists of four basalt bifacial thinning flakes. Although neither of these resources are within the project site, site P-29-001762 is situated immediately to the southeast.

This region of the County is known as ethnographic-period territory of the Washoe. The Washoe practiced seasonal migration, spending summer months at Sierra Nevada encampments near Lake Tahoe and winter months at lower elevations to the east. In this part of Nevada County, archaeologist locate prehistoric-period habitation sites along streams or ridges or knolls, especially those with southern exposure. Early settlers began moving west, followed by the late 1840-50s gold rush. By 1852 and the advent of placer mining, the population of Nevada County was estimated at more than 21,000 people. Supporting industry including stores, transportation companies, saloons, toll roads and stage lines, foundries, lumber mills, and water companies continued the growth rate of the County.

Approximately one quarter mile to the northeast of the project area is Hobart Mills, an early and important local wood processing center. The Sierra Nevada Wood and Lumber Company was originally incorporated in 1878, with Walter S. Hobart a primary stockholder. The Hobart interests selected the site near the headwaters of Prosser Creek for the headquarters of their operation. The town of Hobart Mills grew to include a school, garage, store, post office, hospital, hotel and hotel annex, theater, over eighty homes, offices, pool room, machine shops, box factory, planing mill, cook house, bunk house, dairy, stable, light plant and various shops. The town's post office opened in October, 1900. Activity at Hobart dropped after 1953, and the supporting infrastructure was removed in 1955.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)

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

Impact Discussion:

5a-c. On December 8, 2021, Far Western archaeologists Andrew Frierson, M.A., and Allen McCabe, B.A., conducted an intensive pedestrian survey of the project site. The pedestrian survey used 15-meter transects across the entirety of the ADI and did not result in the identification of any new or existing cultural resources. However, given that the project will result in ground disturbance of areas only investigated at the surface, there is a potential for unanticipated discovery of cultural resources, including historic, prehistoric, tribal, and paleontological resources, during project construction. Mitigation Measure 5A requires that work shall be halted and proper notification and consultation required if any artifacts or cultural resources are discovered during construction. With the implementation of Mitigation Measure 5A, impacts to cultural resources are expected to be ***less than significant with mitigation.***

Mitigation:

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

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

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

Timing: Prior to issuance of grading/improvement/building permits and throughout construction.

Reporting: Approval of future grading/improvement permit
Responsible Agency: Planning Department and Building Department

6. ENERGY

Existing Setting:

Electric service is provided by Liberty Utilities by way of an existing overhead power line terminating near the project entrance on Klondike Flat Road, which would also provide for future development of the proposed project. Natural gas is not available in this area, however the site will be served by one of several propane companies that serve Eastern Nevada County.

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

Impact Discussion:

6a. The proposed project is not anticipated to result in significant environmental impacts due to wasteful, inefficient or unnecessary consumption of energy resources during either the construction or the operational phase of the project. The facility would include biomass boiler units with a total rating of up to 10 metric million British thermal unit (MMBTU) per hour. Electricity produced by the biomass boiler units would be used to power a portion of the overall proposed project including the sawmill. Additional required electricity would be provided by Liberty Utilities. Electricity is currently available to the property via an existing overhead power line.

As proposed and further conditioned by the Planning and Building Departments, the proposed facility and residential structures would require the approval of Building Permits to allow their construction, occupation, and operation. Therefore, they would be required to meet all current building standards, including but not limited to the 2022 California Building Code, 2022 California Electrical Code, and 2022 California Energy Code (Title 24), as well as the Nevada County Land Use and Development Code. In addition, as shown on the submitted site plans, elevations and floor plans, the proposed structures would be designed to be energy efficient and would include the use of energy efficient lighting and operational processes, and the housing component would be designed to include no more than one (1) EPA certified wood stove per unit. Therefore, as proposed, the project would be required to meet all current building standards as required by the California Building Code and the Nevada County Land Use and Development Code. Thus, long-term operational impacts related to energy resources are anticipated to be ***less than significant.***

6b. The proposed project would not conflict with any state or local plans for renewable energy or energy efficiency. Permits would be required in order to construct the proposed improvements. As part of the building permit review, all equipment and structures would be required to meet energy standards identified in the California Building Code and California Energy Code. Likewise, the project would not obstruct or prevent plans for renewable energy or efficiency. Therefore, the project would have ***no impact*** to state or local plans for renewable energy or energy efficiency.

Mitigation:
None required.

7. GEOLOGY / SOILS

Existing Setting:
The project site's topography slopes gradually upward from east to west. Elevations range from approximately 5,916 feet National Geodetic Vertical Datum (NGVD) at the site's northeastern corner to 6,025 feet NGVD at the site's westernmost extent. One soil mapping unit, Martis-Euer variant complex, 2 to 5 percent slopes, makes up almost the entire project site. A second mapping unit, Kyburz-Trojan-Sierraville complex, 2 to 9 percent slopes, is found along the site's southern boundary, and accounts for less than 1 acre of the site.

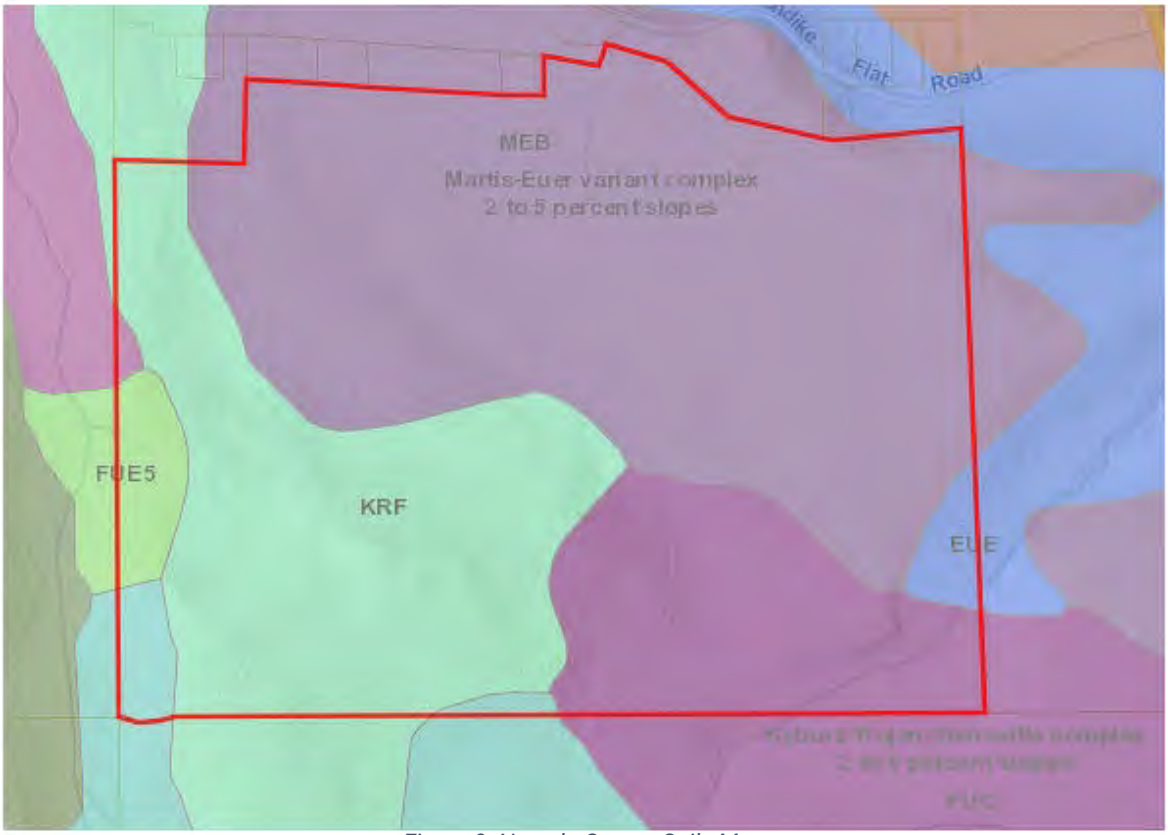

Figure 9: Nevada County Soils Map

The Alquist-Priolo Earthquake Fault Zoning Act was adopted in 1972 to prevent the construction of buildings in areas where active faults have surface expression. Ground or fault rupture is generally defined as the displacement that occurs along the surface of a fault during an

earthquake. The project site is located nearby a quaternary fault (younger than two million years old) near the Dog Valley Fault Zone and a Holocene fault near the Polaris Fault Zone but is not within a designated Fault Hazard Zone as defined by the California Department of Conservation, as shown in the figure below, and no faults are mapped as crossing the subject project site. In addition, the 2018 revised edition of the California Geological Survey Special Publication 42, Fault Rupture Hazard Zones in California, describes active faults and fault zones, as part of the Alquist-Priolo Earthquake Fault Zoning Act. However, the document indicates the project site is not located within an Alquist-Priolo Special Studies Zone and that the only active fault are those described above.

Figure 10: Nevada County Earthquake Faults

As expected with the relatively gentle topography of the area, it does not appear that there is evidence of soil erosion or landslides on the property. The Nevada County Master Environmental Inventory shows the project site as being in an area of low potential for landslide activity and the erosion potential is also low.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Directly or indirectly cause potential substantial adverse effects, including risk of loss, injury or death involving: i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake			✓		A,B,10,11,12

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?					
b. Result in substantial soil erosion or the loss of topsoil?			✓		A,H,13,14,15
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?			✓		A,H,13,14,15
d. Be located on expansive soil creating substantial direct or indirect risks to life or property?			✓		A,H,13,14,15
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				✓	A,H,13,14,15
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✓			A,B

Impact Discussion:

7a-d. The proposed project is not anticipated to result in adverse effects due to unstable soils or cause significant erosion given that there is evidence of soil erosion or landslides on the property. Project construction is not anticipated to result in substantial soils erosion, or in grading on steep slopes, as all work would be required to be in compliance with Nevada County grading standards and the California Building Code, requiring erosion control measures as needed to ensure that activities do not result in substantial erosion. The project site is located nearby a quaternary fault near the Dog Valley Fault Zone and a Holocene fault near the Polaris Fault Zone but is not within a designated Fault Hazard Zone as defined by the California Department of Conservation. Building permits will be required for all earthwork, which would require compliance with the Nevada County grading standards outlined in Land Use and Development Code Section V, Article 13. Building permits would also require compliance with the California Building Code (CBC) and the Nevada County Land Use and Development Code requirements to ensure protection during seismic events. Therefore, due to the project soils and standard permit requirements, impacts associated with unstable earth conditions are expected to be ***less than significant***.

7e. The property has soils capable of adequately supporting septic systems. Locations for four proposed septic systems and new repair area has been identified and are required to be developed under permit with the Nevada County Environmental Health Department. Based on use of proposed systems along with recent soils testing confirmation, the project would have ***no impact*** relative to a lack of soils for sewage disposal.

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

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

Mitigation Measure 7A: Halt Work and Contact the Appropriate Agencies if Paleontological Resources or Unique Geological Features are Discovered during Project Construction. All grading and construction plans shall include the note outlining the requirements provided below to ensure that any paleontological or geological resources discovered during project construction are properly managed. These requirements including the following:

Any person who, in the process of project activities, discovers any fossils, paleontological resources, or unique geological features within the project area, shall cease from all project activities within at least 100 feet of the discovery. A qualified paleontologist, geologist, and/or archaeologist, and the County of Nevada Planning Department shall be notified to assess any discoveries and develop appropriate management recommendations for cultural resource treatment.

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

8. GREENHOUSE GAS EMISSIONS

Existing Setting:
Greenhouse gases (GHGs) are those gases that trap heat in the atmosphere. GHGs are emitted by natural and industrial processes, and the accumulation of GHGs in the atmosphere regulates the earth's temperature. GHGs that are regulated by the State and/or EPA are carbon dioxide (CO_2), methane (CH_4), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6) and nitrous oxide (NO_2). CO_2 emissions are largely from fossil fuel combustion. In California, approximately 43 percent of the CO_2 emissions come from cars and trucks. Electricity generation is another important source of CO_2 emissions. Agriculture is a major source of both methane and NO_2, with additional methane coming primarily from landfills. Most HFC emissions come from refrigerants, solvents, propellant agents and industrial processes, and persist in the atmosphere

for longer time-periods and have greater effects at lower concentrations compared to CO_2. The adverse impacts of global warming include impacts to air quality, water supply, ecosystem balance, sea level rise (flooding), fire hazards, and an increase in health-related problems.

Assembly Bill 32 (AB 32), the California Global Warming Solutions Act, was adopted in September 2006 and requires that statewide GHG emissions be reduced to 1990 levels by the year 2020. This reduction will be accomplished through regulations to reduce emissions from stationary sources and from vehicles. The California Air Resources Board (ARB) is the State agency responsible for developing rules and regulations to cap and reduce GHG emissions. In addition, the Governor signed Senate Bill 97 in 2007 directing the California Office of Planning and Research to develop guidelines for the analysis and mitigation of the effects of greenhouse gas emissions and mandating that GHG impacts be evaluated in CEQA documents. CEQA Guidelines Amendments for GHG Emissions were adopted by OPR on December 30, 2009. The Northern Sierra Air Quality Management District (NSAQMD) has prepared a guidance document, *Guidelines for Assessing Air Quality Impacts of Land Use Projects,* which includes mitigations for general air quality impacts that can be used to mitigate GHG emissions.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		✓			A,B,7,8
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,7,8,15

Impact Discussion:

8a-b. Carbon dioxide (CO_2) is the main component of greenhouse gases, and vehicles are a primary generator of CO_2. The project is not expected in generate greenhouse gases that would result in significant environmental impacts or that would be in conflict with plans for greenhouse gas reductions. At this time, neither the NSAQMD nor the County has adopted numerical thresholds of significance for GHG emissions that would apply to the proposed project. The NSAQMD, however, recommends that all projects subject to CEQA review be considered in the context of GHG emissions and climate change impacts, and that CEQA documents include a quantification of GHG emissions from all project sources, as well as including measures to minimize and mitigate GHG emissions as feasible.

The proposed project would generate GHG emissions through short-term construction activities and long-term operational activities. Since the proposed project is an industrial project that includes stationary sources that generate the majority of proposed project GHG emissions (i.e., biomass boiler units), the proposed project's GHG emissions were compared to the 10,000 metric

tons of CO2e per year quantitative threshold based on the expert opinion of various California air districts, which have applied the 10,000 metric tons of CO2e per year threshold in numerous CEQA documents where those air districts were the lead agency.

The estimated construction GHG emissions for the proposed project are 342 metric tons of CO2e. As indicated, the 30-year amortized construction related GHG emissions would be approximately 11 metric tons of CO2e per year. The estimated operational GHG emissions for the proposed project are presented in Table 3, below. The estimated operational GHG emissions for the proposed project are 7,611 metric tons of CO2e. When including the 30-year amortized construction related GHG emissions, the total estimated construction and operational GHG emissions are 7,622 metric tons of CO2e per year.

Table 3. Project Operation GHG Emission Impacts	
Emission Source	**CO_2e Metric Tons**
Biomass Boiler	8,218
Employee Vehicles	37
Offsite Haul Trucks	-1,153 (due to reduced trip length)
Offroad Equipment	415
Standby Generator	1
Residential Duplexes	0
Electricity/Water/Solid Waste	93
Total Operational Emissions	7,611
Total Construction & Operational Emissions	**7,622**

The proposed project would result in a reduction in the open burning of forest-sourced biomass and associated emissions through the development and operation of the sawmill and wood-fired boiler. The proposed project would be subject to all applicable permit and planning requirements in place or adopted by the County and the State of California at the time that building permits are issued. The proposed project would be consistent with County plans, policies, and regulations for reduction of GHG. The overall GHG impact is not anticipated to be substantially adverse due to several factors, including the fact that the proposed project will apply standard building permit requirements, ensuring any new structures meet energy efficiency standards; the structures will not be heated and cooled; and the project would adhere to Mitigation Measure 3B and 3D, which requires emission reductions during construction and operation. With implementation of Mitigation Measure 3B and 3D, and other requirements for building, the project would result in GHG emission impacts that are ***less than significant with mitigation***.

Mitigation:
See Mitigation Measure 3B and 3D.

9. HAZARDS/HAZARDOUS MATERIALS

Existing Setting:
The subject parcel is not within or adjacent to any hazardous materials sites compiled pursuant to Government Code Section 65962.5 (California Department of Toxic Substances Control, 2024). The project area is in a very-high fire hazard severity zone as designated by CAL FIRE. Residences on Klondike Flat Road are the closest sensitive receptors, located approximately 1,000 feet from

the eastern boundary line. Alder Creek Middle School is the closest school to the project site and is over 3-miles from the project. The project is located approximately 4.5-miles from the Truckee-Tahoe Airport.

An historical unpermitted solid waste disposal site exists on the southern portion of the subject property, and is located outside of the proposed project site disturbance area. The site contains soil contamination which resulted from historic use of the site as a waste disposal site by previous property owners as documented by the Department of Environmental Health. The project applicant has closely coordinated with the Department of Environmental Health, Lahontan Regional Water Quality Control Board, and the California Department of Resources Recycling and Recovery (CalRecycle) to complete a draft "Removal Action Workplan" which describes procedures for conducting soil excavation, off-site soil disposal and on-site soil management (NV5, updated in January 2024). These clean-up and management activities are not a part of the proposed project and will require separate permitting and environmental review pursuant to CEQA. Development and implementation of the proposed project will avoid the site entirely pursuant to mitigation measures and project conditions of approval

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓		A,I
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,I
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,I
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?		✓			A,B,I

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				✓	A,B
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓	A,B,J
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			✓		A,B,J

Impact Discussion:

9a-b. The proposed project does not include routine transport, use or disposal of hazardous materials. The State and federal government regulate the uses of hazardous materials, and patrons of the facility would be required to comply with usage parameters mandated by these laws. Small quantities of hazardous materials could be stored, used, and handled during construction, as well as typical household use and storage of hazardous substances for the residential component such as cleaning agents, paints and solvents. Materials with explosive risk and potential risk of release of hazardous substances are limited to fuel, lubricants, and other operational fluids.

The proposed project includes one (1) 1,000-gallon clear diesel tank and one (1) 10,000-gallon red diesel tank, both located above ground. Hazardous material storage must comply with the California Health and Safety Code Chapter 6.95, and the applicant will be required as a condition of approval to file a chemical business plan and inventory with the Environmental Health Department within 30 days of triggering threshold quantities. This measure will be included as a condition of project approval which requires that consistent with Nevada County Department of Environmental Health requirements, prior to the Building Permit final, the applicant must apply for and obtain a permit for the storage of hazardous materials from the Nevada County Department of Environmental Health (NCDEH), Certified Unified Program Agency (CUPA). The applicant must adhere to all applicable codes and regulations regarding the storage of hazardous materials and the generation of hazardous wastes set forth in California Health and Safety Code Section 25500 – 25519 and 25100 – 25258.2 including the electronic reporting requirement to the California Environmental Reporting System (CERS). Safety risks to construction workers for the proposed project would be reduced by compliance with Occupational Safety and Health Administration standards.

Industrial type wastes are prohibited from being disposed of onsite, unless a specific method of disposal and design has been approved by the Nevada County Department of Environmental Health, in compliance with Chapter 6.5 of the California Health and Safety Code, Hazardous Waste Control. All waste shall be disposed of in accordance with state and local health and safety

ordinances. Equipment is also required to be monitored for conditions that could result in the development of leaks and an appropriate schedule for prompt maintenance of equipment is required to be established. The facility maintains and implements a Spill Prevention, Control, and Countermeasure (SPCC) Plan as required by the U.S. Code of Federal Regulations, Title 40, which is submitted to the County of Nevada Environmental Health Department for review and approval. Therefore, project related hazard impacts relative to routine transport, use, disposal or emission of hazardous substances to the public or environment would be ***less than significant***.

9c. Alder Creek Middle School is the closest school to the project site and is over 3-miles from the project. Additionally, as noted above, hazardous materials associated with the project are those used in small quantities during construction. Due to the type and amount of materials associated with this project, in conjunction with the distance to the nearest school, ***no impact*** relative to transport, use, or emissions of hazardous materials within proximity of a school is anticipated.

9d. The subject property is not on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The subject parcel does, however, contain an historical unpermitted solid waste facility generally located in the southeast portion of the subject parcel, and located outside the project area and disturbance footprint. Pursuant to Mitigation Measure 9A, the site will be identified as a non-disturbance are and avoided. Furthermore, any discovery of additional solid waste during ground disturbance activities would require that construction operations cease and the Department of Environmental Health be notified. Therefore, there would be a ***less than significant impact with mitigation*** in terms of a significant hazard to the public from the placement of the project on a hazardous waste site.

9e. The project site is not located within an airport land use plan and is approximately 4.5-miles from the nearest airport, the Truckee Tahoe Airport, located southeast of the project site. The proposed project is not anticipated to interfere with air traffic patterns or aircraft safety; therefore, safety hazard impacts on people residing or working in the project area are anticipated to have ***no impact***.

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

9g. Due to the subject parcel being located within a Very High Fire Hazard Severity Zone as mapped by the California Department of Forestry and Fire Protection (CalFire), the proposed project must incorporate the requirements of a Fire Protection Plan (FPP) into project design in compliance with LUDC Section L-II 4.3.18.C.4. As submittal of an FPP is a code requirement, this measure will be included as a condition of project approval. The FPP must identify proximity to emergency responders, describe primary and secondary access conditions, identify an adequately pressurized water supply, incorporate a sprinkler system into building design, prepare an evacuation plan, and prepare a fuels management plan for defensible space. As a condition of project approval in conformance with California Public Resources Code 4291, the applicant would be required to provide defensible space around all structures, which requires up to 100 feet of fuels treatment or to the property line, whichever is closer. The project would also remove much of the fuel from the project site and replace it with asphalt parking area and metal structures with metal roofing, significantly reducing the risk of fire to the structures. The proposed project would

also improve access to the area with required road improvements and provide adequate water storage for fire suppression purposes. The proposed project would not expose people or structures to wildland fires and there would be a ***less than significant impact*** related to wildland fires from the project.

Mitigation:

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

Mitigation Measure 9A: Halt Work and Contact the Appropriate Agencies if Solid Waste is Discovered during Project Construction. The extent of the existing waste disposal site and 100-foot setback thereto shall be delineated as a Non-Disturbance Area on all future improvement/grading/construction plans associated with this project. All grading and construction plans shall include the note outlining the requirements provided below to ensure that any waste discovered during project construction are properly managed. These requirements including the following:

Any person who, in the process of project activities, discovers any waste including sewage and any and all other waste substances, liquid, solid, gaseous, or radioactive, associated with human habitation, or of human or animal origin, or from any producing, manufacturing, or processing operation, including waste placed within containers of whatever nature prior to, and for purposes of, disposal shall cease from all project activities on the project site. The Nevada County Department of Environmental Health as the Local Enforcement Agency and the Lahontan Water Quality Control Board shall be notified to assess any discoveries and develop appropriate management recommendations for waste treatment and site cleanup.

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

10. HYDROLOGY / WATER QUALITY

Existing Setting:

The subject site is located within the Prosser Creek and Truckee River Drainage Basin. The project site's topography slopes gradually upward from east to west. Elevations range from approximately 5,916 feet at the site's northeastern corner to 6,025 feet at the site's westernmost extent. One soil mapping unit, Martis-Euer variant complex, 2 to 5 percent slopes, makes up almost the entire project site. A second mapping unit, Kyburz-Trojan-Sierraville complex, 2 to 9 percent slopes, is found along the site's southern boundary, and accounts for less than 1 acre of the site.

The site has two hydrologic features: an intermittent pond and a roadside ditch as shown in Figure 11. The intermittent pond was originally described by in a biological inventory for a previous project. Located in the northwestern portion of the project site, the pond collects snow and seasonal runoff, and that it dried down each year by late spring. The ditch is located in the northern

portion of the site along an existing dirt road referred to as Mercer Mill Way, and presumably collects runoff from this road.

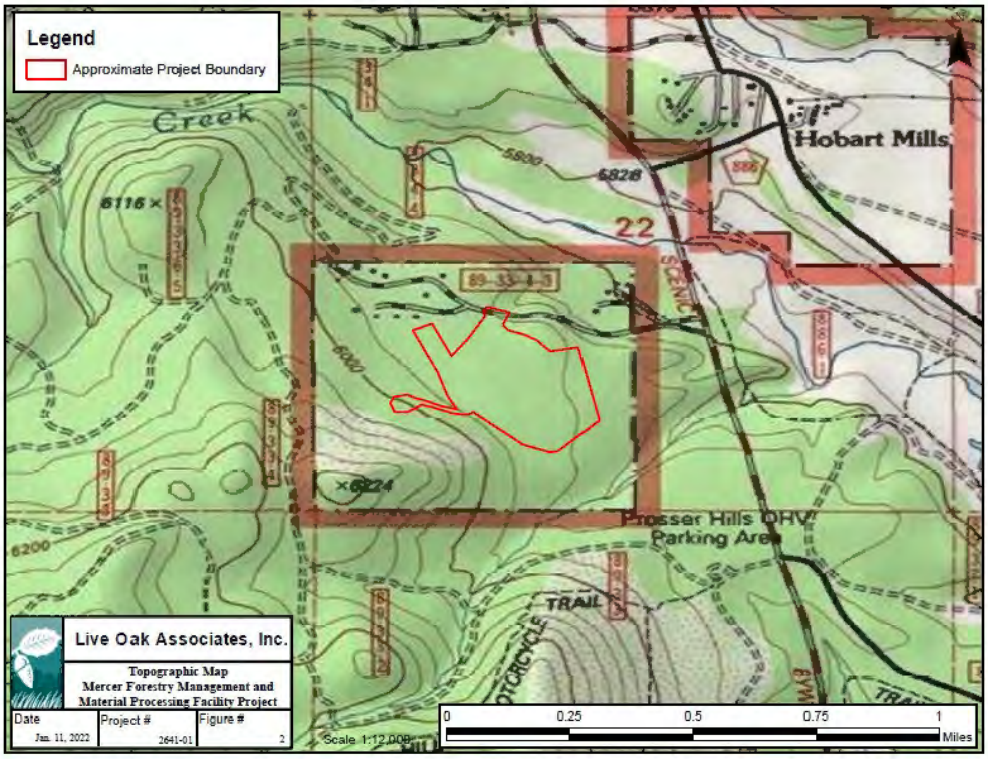

Figure 11: Topographic Map

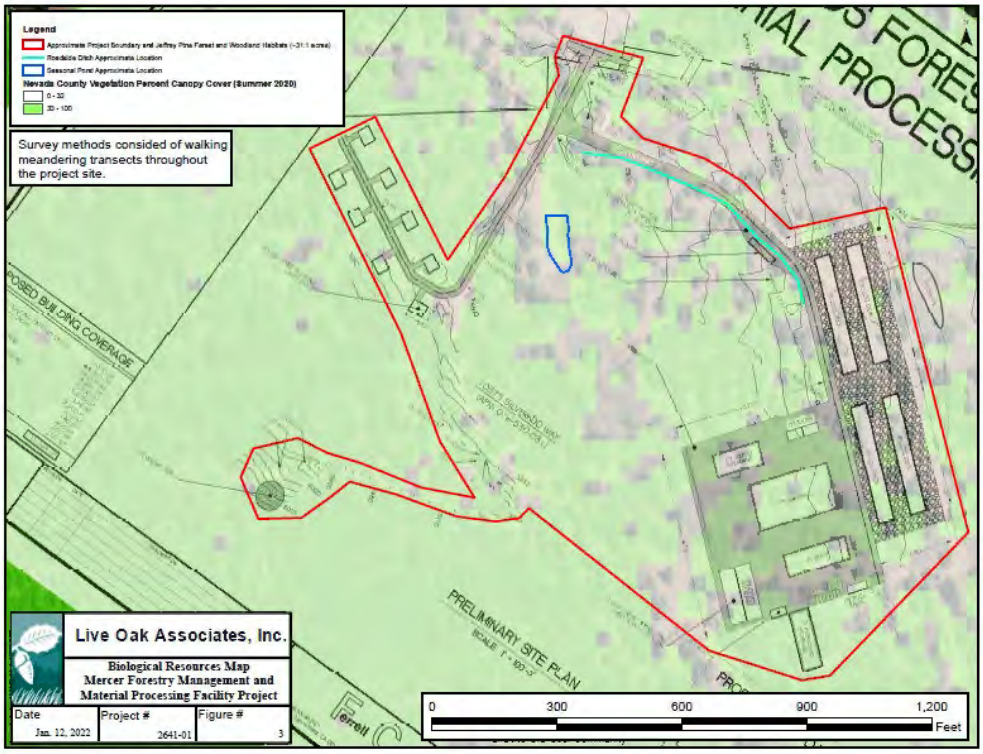

Figure 12: Hydrologic Features

Neither feature contained water during a reconnaissance survey conducted by Live Oak Associates, Inc. (LOA) in December 2021, and neither supported hydrophytic vegetation or other indicators of wetland ecology. Neither is included in the U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory or depicted on the USGS quadrangle and are therefore not considered an environmentally sensitive resource pursuant to the Nevada County Land Use and Development Code. These features are not expected to fall under the jurisdiction of the U.S. Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), or California Department of Fish and Wildlife (CDFW).

The closest hydrologic feature that is likely to be regulated as a Water of the U.S. and State is Prosser Creek, which flows from west to east approximately 1,000 feet north of the site at its closest point. Prosser Creek originates as two separate forks near the Sierra crest, 7 to 8 miles west of the project site. It is impounded at Prosser Creek Reservoir approximately 1 mile east of the project site, following which it flows into the Truckee River.

Climatic conditions in the project vicinity are characterized by cold winters and mild summers. Temperatures range from an average low of 14 degrees Fahrenheit (F) in January to an average high of 83 degrees F in July. Annual average precipitation is approximately 30 inches (rain and snow equivalent) while average annual snowfall is approximately 200 inches, most of which falls between October and April.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?		✓			A,B,H,J
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				✓	A,H
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would: i. result in substantial erosion or siltation on- or off-site; ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?		✓			A,H,J,9

iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted run off; or iv. impeded or redirect flood flows?					
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				✓	A,H,J,9
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				✓	A,H,J,9

Impact Discussion:

10a,c. The proposed project is not anticipated to negatively affect water quality standards or waste discharge requirements, nor is it anticipated to contribute amounts that could exceed drainage system capacity or alter existing drainage patterns. While the project would result in approximately 14.1-acres of total ground disturbance across the approximately 15.09-acres project area of the larger 124-acre parcel, the project would be required to obtain a Construction Storm Water Pollution Prevention Plan (SWPPP) with the Central Valley Regional Water Quality Control Board, as required under Mitigation Measure 10A, to ensure that this work does not result in offsite erosion or deposition of sediment into water features. Additionally, the project is required to detain all stormwater runoff to pre-construction levels under State and County regulations and has provided an onsite underground stormwater detention area to comply with these requirements. With these protective measures, including Mitigation Measure 10A, the project would not alter off-site drainage patterns, degrade water quality, or violate water quality standards. Based on the above discussion, project-related impacts to water quality standards or waste discharge requirements, including contributing amounts that could exceed drainage system capacity or alter existing drainage patterns would be ***less than significant with mitigation***.

10b. The proposed project would not result in a substantial decrease in groundwater supplies, interfere with groundwater recharge or conflict with water quality/groundwater management plans. The proposed project would have a standalone water system capable of supplying domestic water for employee housing, operating water for the mill, and fire suppression water. The water system currently consists of a water supply well capable of supplying 50-gallons per minute, extensive 8” PVC water mains and three fire hydrants. This system has been dormant for many years; however tests conducted by the project engineer have shown the system is functional and ready for use.

Although the proposed project would be served by individual wells for operational and fire suppression needs, the water supply well is capable of supplying 50-gallons per minute would not place a large demand on groundwater resources. In addition, the proposed project would result in approximately five percent impervious coverage across the subject parcel, allowing for

adequate groundwater recharge. The proposed project is anticipated to have ***no impact*** on the existing well on this or adjacent properties.

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

Mitigation:

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

Mitigation Measure 10A: Storm Water Pollution Prevention Plan (SWPPP). Obtain a Storm Water Pollution Prevention Plan (SWPPP) from the Lahontan Regional Water Quality Control Board. Given that the project would disturb over one acre, the project applicant shall obtain permit coverage under the Construction General Order from the Lahontan Regional Water Quality Control Board and provide it to the Building Department prior to the onset of any construction activities and prior to issuance of grading and improvement permits. The project applicant shall obtain coverage under the Industrial General Order from the Lahontan Regional Water Quality Control Board and provide it to the Building Department prior to final inspection of improvement permits.

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

11. LAND USE / PLANNING

Existing Setting:

The subject property is 124.06-acres in size and is located approximately 650 feet west of the Klondike Flat Road and SR 89 intersection north of Truckee. The subject property is located in a Rural Region and has a General Plan designation of FOR-640 (Forest – 640-acres minimum parcel size) and a split Zoning designation of FR-640-SC (Forest – 640-acres minimum parcel size – Scenic Corridor Combining District) and FR-640. The subject property consists of managed forest land at various stages of maturity, with several dirt access roads and clearings used for storage of logs and equipment.

The site is surrounded to the west, south, and east by similar forest land owned by the United States Forest Service. The subject property is situated within a 160-acre inholding on the Tahoe National Forest. All surrounding parcels have the same General Plan and Zoning designation, and existing land uses include forest and recreational uses on the surrounding USFS parcels, as well as a neighborhood comprised of approximately a dozen residences on ½-acre to 1-acre lots, and several private dirt roads. Figure 12 shows the zoning and configuration of the project parcel and surrounding parcels. The project components would be accessed via new interior roads utilizing an existing driveway off of Klondike Flat Road. Klondike Flat Road originates from State Route (SR) 89 utilizing an approximate 450’ stretch of roadway located within a 60’ wide right of way

through a parcel of land owned by the United States Forest Service (APN 016-530-011) by way of a Special Use Permit granted in 1976 and amended in 1985.

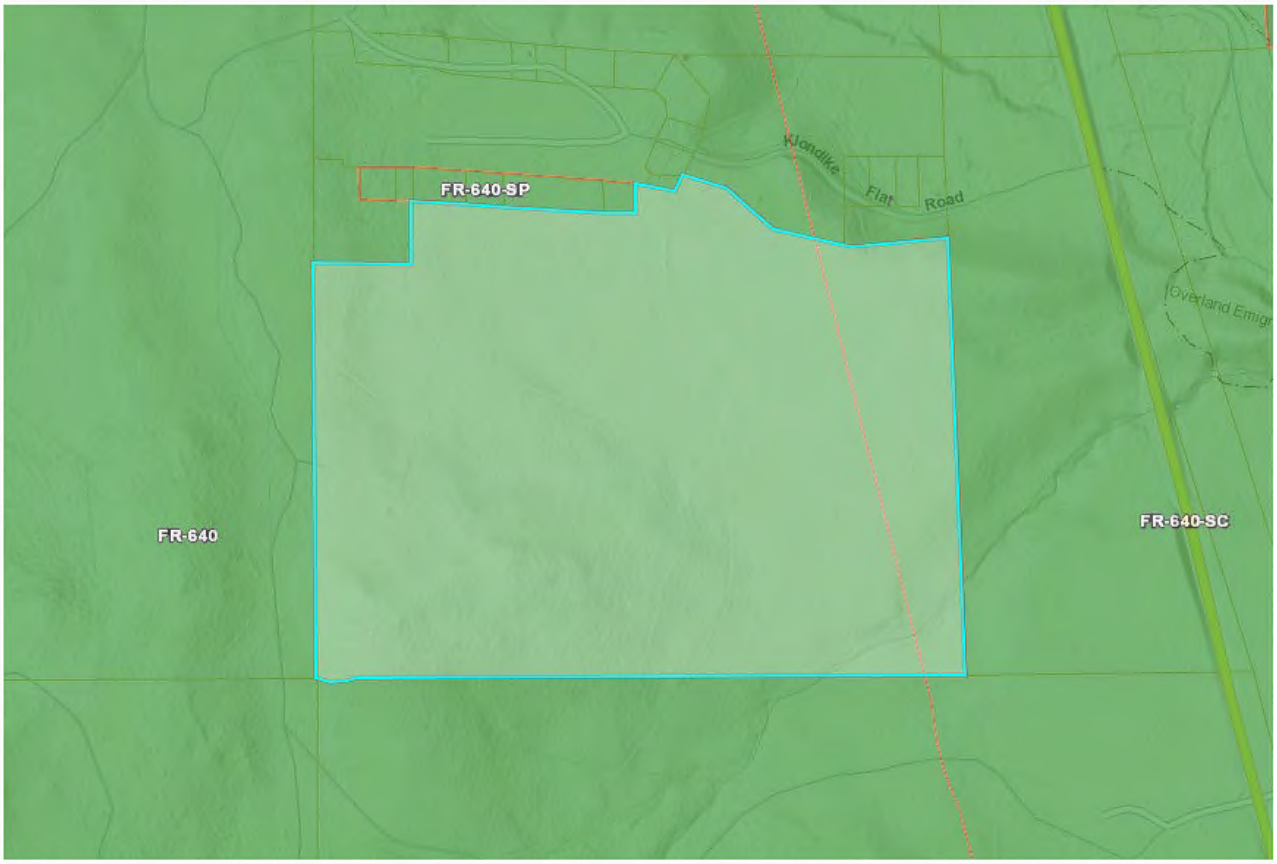

Figure 13: Project Vicinity and Zoning Map

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Physically divide an established community?				✓	A,B
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			✓		A,B,15

Impact Discussion:

11a. The proposed project would not physically divide an established community. The subject property is located in a Rural Region and is consistent with other rural and natural resource related uses in this area. An existing, generally legal, nonconforming subdivision identified as Klondike Flat exists to the north of the proposed project. The proposed project includes new uses, however the project location is located outside of the existing neighborhood and would not physically

divide an established community. ***No impact*** to established communities is anticipated from the rezone or development of the site.

11b. The subject parcel has a split Zoning designation of FR-640-SC (Forest – 640-acres minimum parcel size – Scenic Corridor Combining District) and FR-640. The proposed facility requires a Use Permit pursuant to Nevada County Land Use and Development Code (LUDC) Table L-II 2.3.D, which requires land uses related to the development & processing natural resources, to include lumber mills, to obtain an approved Use Permit in the FR Zoning District. The State-Regulated Employee Housing component is an allowed use by-right in the FR Zoning District, subject to zoning compliance and building permit issuance. Although the residential component is an allowed use, the LUDC requires that whenever multiple project applications are proposed, they are processed concurrently and shall be considered by the Planning Commission. As a result, the proposed uses are compatible with the Forest Land Use and Zoning designations.

The Scenic Corridor Combining District was implemented through Ordinance 780 in 1977 and extends 1,200-feet on either side from the centerline of SR 49. The Scenic Corridor Combining District is located on the eastern portion of the subject property, extending onto the property by approximately 650-feet on the northern side of the property and approximately 100-feet on the southern side of the property. The Scenic Corridor Combining District. The majority of the proposed development would be located outside the Combining District, including all buildings. The exception is the approximately 4.5-acre log storage yard area with log decks, including the enclosed de-barker as it utilizes a previously disturbed and clear-of-vegetation area. Neither this log storage area nor the project area beyond to the west is visible from the State Highway 89 North roadway. This non-visibility is both a function of the dense tree cover existing between the site and roadway, but also factoring both the vertical and horizontal separation provided from the travelled-way of SR 89 North. Specifically, the proposed project maintains an approximate 900' vertical separation between the finished elevation of the project and the SR 89 North elevation as well as an approximate 1200' horizontal separation between the main sawmill building and SR 89 North right-of-way boundary. The below-project-grade condition of the roadway increases from south-to-north, but nearly the entire length of this roadway segment is located within a cut and preventing any visibility of the project area from the travelled roadway. As part of the project application, the applicant has provided a Scenic Corridor Analysis of the existing and proposed land uses. In reviewing the analysis, as well as the submitted site plan and visiting the project site, the topography and existing mixed conifer vegetation which is located along the western portion of SR 89 provides an adequate buffer of the proposed land uses from SR 89 and will remain in place.

Natural resource related uses, including lumber mills, typically raise concerns about noise, hazardous substances, and truck traffic which warrant the additional review of a Use Permit. The proposed project would result in a new sawmill operation in a forested area that would be monitored for light impacts and noise as discussed in Sections 1 and 13, respectively. With the proximity of the Klondike Flat subdivision to the north, the project was reviewed to make sure that there is no light trespass over the property lines and that the proposed facility is screened by a proposed vegetated berm as well as existing native landscaping. Project conditions of approval would require all light sources be downcast and shielded from view, and Mitigation Measure 1A address limits reflectivity of building materials to reduce aesthetic impacts. Mitigation Measure 13A addresses potential noise impacts on the adjacent residences through limiting construction hours to weekdays and locating stationary noise sources at the furthest practical distance from

nearby receptors. The proposed project would be aesthetically compatible with the Forest Zoning Base District and Scenic Corridor Combining District by utilizing topography and native vegetation to shield the facility from view, as well as using similar materials and colors as other structures in the area.

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

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

Mitigation:
None required.

12. MINERAL RESOURCES

Existing Setting:
The project area is not mapped within a Mineral Resource Zone (MRZ), or area of known valuable mineral deposits. The local area falls into either Mineral Resource Zone-1 (areas of no mineral resource significance) or Mineral Resources Zone-4 (areas of unknown mineral resource significance).

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

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

Mitigation:
None required.

13. NOISE

Existing Setting:
The facility would operate 6 days per week, Monday through Saturday from 7 A.M to 10 P.M and produce 4.5 million board feet of lumber per year, generate 2,000 cords of firewood, and utilize processing and forest residuals to fuel the wood-fired boiler. The proposed project is expected to generate noise associated with operation of the proposed facility, including traffic noise along SR 89 and Klondike Flat Road. The primary noise sources associated with operation of the proposed project include the sawmill, the planar, the debarker, firewood cutting machine, loading and unloading of raw materials and finished products, forklifts, and heavy truck and auto circulation both entering and traversing the project site.

Table 4: Existing Noise Measurement Data

Location	Date	Daytime L_{eq}	Daytime L_{max}	Nighttime L_{eq}	Nighttime L_{max}
LT-1: Northwestern Project Boundary	6/13/22 to 6/20/22 (Average)	48	67	42	56
LT-2: Northeastern Project Boundary	6/13/22 to 6/20/22 (Average)	50	66	42	57
FR Zoning District Exterior Noise Limits		55	75	40	55

The existing ambient noise environment in the project vicinity is primarily defined by traffic on SR 89 to the east of the project site and natural sounds such as wind, birds, and insects. Surrounding land uses include single-family residential uses approximately 1,000-feet north of the project site and directly adjacent to the subject property. To quantify the existing ambient noise environment in the project vicinity, Saxelby Acoustics conducted continuous (24- hr.) noise level measurements at two locations on the project site to develop a comprehensive noise analysis. Table 4, above shows a summary of existing background noise measurement data collected between June 13 and June 20, 2022.

Would the proposed project result in:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess standards established in the local		✓			A,17

General Plan or noise ordinance, or applicable standards of other agencies?					
b. Generation of excessive ground borne vibration or ground borne noise levels?			✓		A,17
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓	A,B

Impact Discussion:

13a. During the construction of the proposed project, noise from construction activities would temporarily add to the noise environment in the project vicinity. Activities involved in construction would generate maximum noise levels ranging from 76 to 90 dB at a distance of 50 feet. Noise from localized point sources (such as construction sites) typically decreases by approximately 6 dBA with each doubling of distance from source to receptor. Given this noise attenuation rate and assuming no noise shielding from either natural or human-made features (e.g., trees, buildings, fences), outdoor receptors within approximately 1,600 feet of construction sites could experience maximum instantaneous noise levels of greater than 60 dBA when on-site construction-related noise levels exceed approximately 90 dBA at the boundary of the construction site. Noise would also be generated during the construction phase by increased truck traffic on area roadways. A project-generated noise source would be truck traffic associated with transport of heavy materials and equipment to and from the construction site. This noise increase would be of short duration, and would occur during daytime hours.

As stated in the Nevada County Zoning Code Table L-II 4.1.7 construction noise is exempt from stationary noise level standards. In the absence of applicable County noise standards, construction noise impacts would be considered significant if the proposed project would result in increased levels of nuisance during the more noise-sensitive evening and nighttime hours. During development of the proposed project, construction activities occurring during the more noise sensitive late evening and nighttime hours (i.e., 7 PM to 7 AM) could result in increased levels of annoyance and potential sleep disruption for occupants of nearby existing noise sensitive land uses. There are several residential uses adjacent to the subject parcel which may be subject to short term construction noise. As a result, Mitigation Measure 13A addresses potential noise impacts on the adjacent residences through limiting construction hours to weekdays and locating stationary noise sources at the furthest practical distance from nearby receptors.

The proposed project is expected to operate during daytime and evening (7:00 a.m. to 10:00 p.m.) hours only, although some equipment would only operate during daytime (7:00 a.m. to 7:00 p.m.) hours. The noise analysis conducted by Saxelby Acoustics utilized the SoundPLAN noise model

to predict noise levels associated with operation of the proposed project based on noise level assumptions derived from measurements of similar activities. Figures 13 and 14, below show projected noise levels during both daytime and nighttime hours.

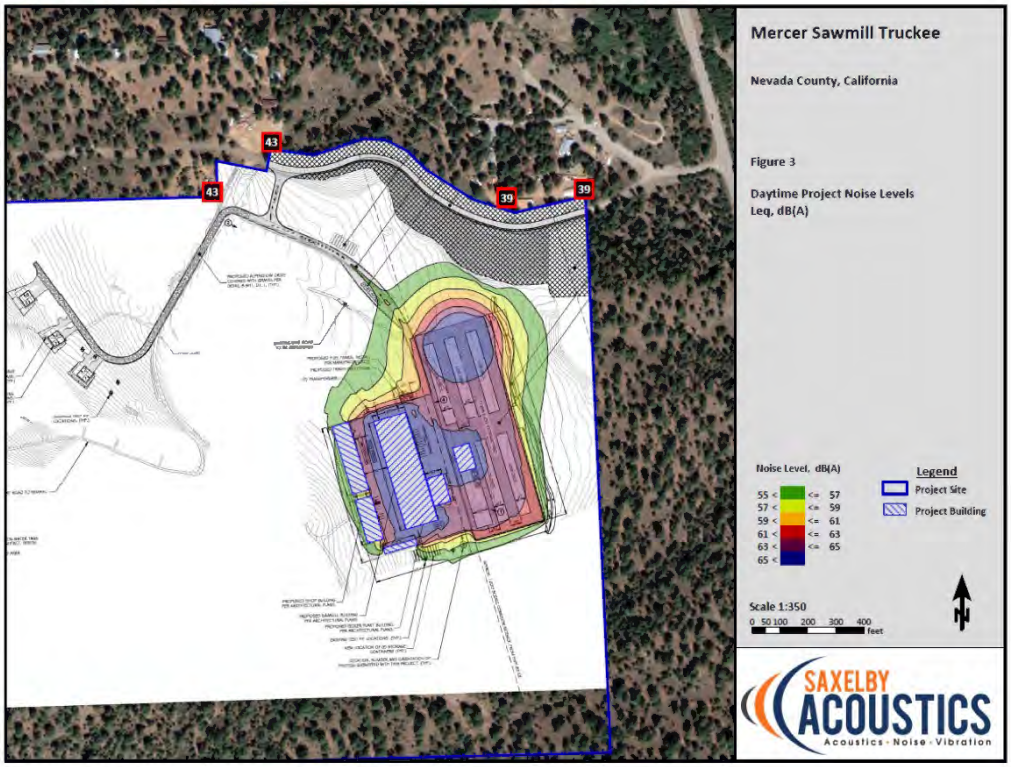

Figure 14: Projected Daytime Noise Levels

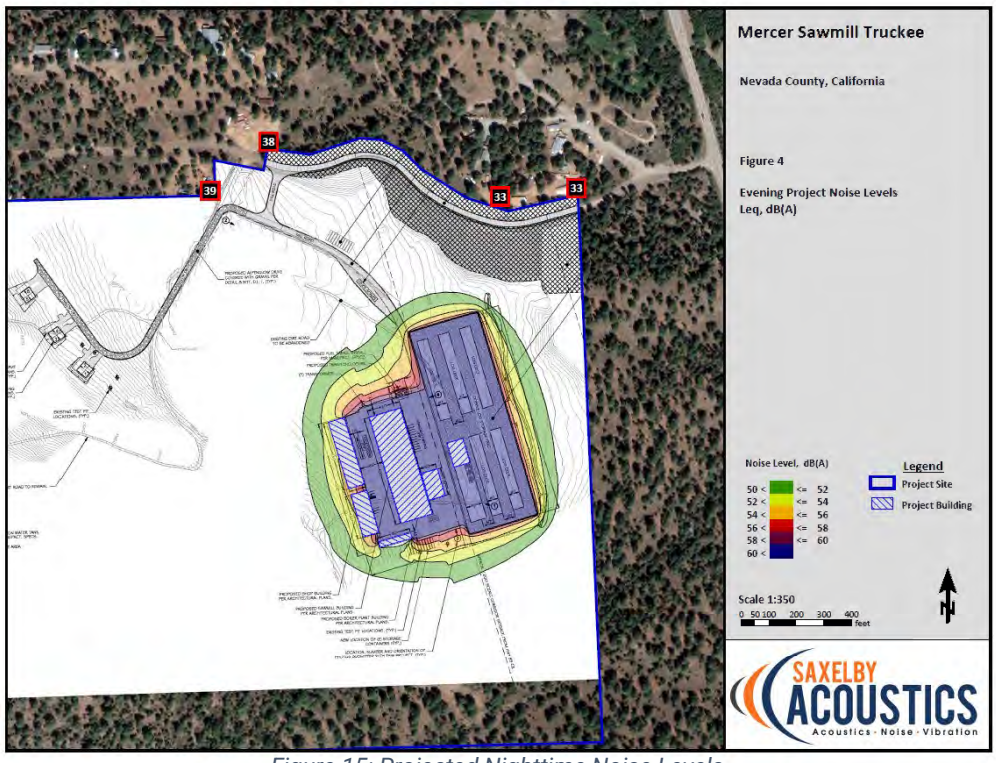

Figure 15: Projected Nighttime Noise Levels

Table 5: Projected Operational Noise Levels		
	Daytime L_{eq} (7AM–7PM)	Nighttime L_{eq} (7PM–10PM)
FR-District Exterior Noise Limit	55	50
Existing Noise at Nearest Property Line	48	42
Projected Noise at Nearest Property Line	43	39
Existing Traffic Noise on Klondike Flat Road	41.9	41.9
Projected Traffic Noise on Klondike Flat Road	46.1	46.1

The noise-generating uses associated with the proposed project are not predicted to generate maximum noise levels more than 15 dBA above the average (Leq) noise levels at the nearest property line identified in Table 5, above. As shown on Figure 13, the project is predicted to generate average noise levels of up to 43 dBA Leq at the nearest residential property boundary during daytime (7:00 a.m. to 7:00 p.m.) hours. Traffic related noise generated from the proposed project is not expected to result in a change in noise levels along SR 89. Project traffic is predicted to result in a noise level increase of approximately 4.2 dB along Klondike Flat Road, however this increase is not considered to be a significant increase above pre-project levels based upon recommendations made by the Federal Interagency Committee on Noise (FICON) to provide guidance in the assessment of changes in ambient noise levels resulting from aircraft operations. Although the approximately 4.2 dB increase may not be considered significant for aircraft operations, the change in ambient noise may result in increased levels of nuisance during the more noise-sensitive evening and nighttime hours. Based upon Figure 14, the project is predicted to generate noise levels of up to 39 dBA Leq during evening (7:00 p.m. to 10:00 p.m.) hours. The project is not expected to operate during nighttime hours, and Mitigation Measure 13B addresses potential traffic noise impacts on the adjacent residences through limiting heavy truck trips to daylight hours from 7 AM to 7 PM. With the inclusion of Mitigation Measure 13B, the project complies with the Nevada County daytime Leq and Lmax noise level standards. Therefore, operational noise emanating from the proposed project would be considered ***less than significant with mitigation***.

13b. The primary vibration-generating activities associated with the proposed project would occur during construction when activities such as grading, utilities placement, and parking lot construction occur. The noise analysis prepared by Saxelby Acoustics indicates that construction vibration levels anticipated for the project are less than the 0.2 in/sec threshold at distances of 26 feet. Sensitive receptors which could be impacted by construction related vibrations, especially vibratory compactors/rollers, are located approximately 26 feet, or further, from typical construction activities. At these distances construction vibrations are not predicted to exceed acceptable levels. Additionally, construction activities would be temporary in nature and would likely occur during normal daytime working hours. As a result, vibration impacts from the proposed project would be considered ***less than significant***.

13c. The project site is not located within an airport land use plan and is approximately five miles from the nearest airport, Truckee Tahoe Airport. Given the distance to the Truckee Tahoe

Airport, as well as the nature of the project which does not include sensitive receptors, there would ***no impacts*** related to airport noise.

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

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

- Construction activities (excluding activities that would result in a safety concern to the public or construction workers) shall be limited to between the daytime hours of 7 AM and 7 PM daily.
- Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.
- When not in use, motorized construction equipment shall not be left idling for more than 5 minutes.
- Stationary equipment (power generators, compressors, etc.) shall be located at the furthest practical distance from nearby noise-sensitive land uses or sufficiently shielded to reduce noise-related impacts.

Timing: Prior to issuance of grading/improvement/building permits and throughout construction.
Reporting: Agency approval of permits or plans
Responsible Agency: Planning Department and Building Department

Mitigation Measure 13B. Limit Heavy Truck Trips to Daylight Hours Only (7AM-7PM): The following note shall be included on all future grading, improvement, and building permits:

- Heavy truck trips shall be limited to between the daytime hours of 7 AM and 7 PM daily.
- The operation is required to provide mufflers which meet the standards of the California Highway Patrol on all trucks belonging to the operator and used on public roadways.

Timing: Prior to issuance of grading/improvement/building permits and throughout operation.
Reporting: Agency approval of permits or plans
Responsible Agency: Planning Department and Building Department

14. POPULATION / HOUSING

Existing Setting:
The project site has a split Zoning designation of FR-640-SC (Forest – 640-acres minimum parcel size – Scenic Corridor Combining District) and FR-640 and is surrounded by parcels with the same zoning. The FR District provides areas for the protection, production and management of timber, timber support uses, including but not limited to equipment storage and temporary offices low intensity recreational uses, and open space, and are not intended to primarily provide for housing. The closest residences are located along the northern boundary of the property approximately 1,000 feet away.

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

Impact Discussion:

14a-b. The proposed facility would not result in an inducement of unplanned population growth or displace existing people or housing. The project would include the development of 6-units of state-regulated employee housing pursuant to the California Employee Housing Act, but the increase in housing is not expected to induce additional growth. While improvements would be made to Klondike Flat Road to bring it up to standard, the increase in road capacity would not induce growth because no parcels are zoned for future residential use on this roadway. Therefore, the proposed project would have ***no impact*** related to population growth or housing displacement.

Mitigation:

None required.

15. PUBLIC SERVICES

Existing Setting:

The following public services are provided to this site:

Fire: CAL FIRE provides fire protection services to this area; Truckee Fire Protection District may also provide fire protection services due to close proximity.
Police: The Nevada County Sheriff provides law enforcement services.
Schools: Tahoe Truckee Unified School District provides education for the area.
Parks: The project is within the Truckee Donner Recreation district.
Water & Sewer: Water is provided by private individual wells. Sewage disposal is by individual septic systems.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)

a. Result in substantial adverse physical impacts associated with the provision of or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following the public services:					
1. Fire protection?			✓		A,I
2. Police protection?			✓		A
3. Schools?			✓		A
4. Parks?			✓		A
5. Other public services or facilities?			✓		A,B

Impact Discussion:

15a. The proposed project is not anticipated to have significant impacts on fire protection, law enforcement services, schools, parks and other public services and facilities because fees are in place for many of these services and the project is not contributing to the local population. The proposed project includes the development of a new water tank to support the existing fire suppression system and all defensible space requirements will be met. School and fire mitigation, and recreation impact fees are in place and applicable at the time of building permit issuance to offset the incremental impact on these services. The project would not impact water or sewer services because the project does not require these services. For all of the reasons listed above, there would be a ***less than significant impact*** as a result of the project approval.

Mitigation Measures:

None required.

16. RECREATION

Existing Setting:

The project site is located within the Truckee Donner Park & Recreation District. No formal recreation facilities are located on or near the project site.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical				✓	A

deterioration of the facility would occur or be accelerated?					
b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?				✓	A

Impact Discussion:
16a,b. The proposed project is not anticipated to result in negative impacts to recreational facilities, trigger the need for new facilities, or conflict with established facilities. The project site is bounded by the Tahoe National Forest. These lands are available for a wide range of public outdoor recreation uses. The project is not expected to impact existing or future uses of the adjoining National Forest lands. With the potential for only a minimal increase in population resulting from the proposed project, it would not result in negative impacts to existing recreational facilities, nor trigger the need for new facilities. Due to the lack of any increase in population from the project and the lack of existing facilities onsite or in close proximity, the proposed project would have ***no impact*** related to recreational facilities.

Mitigation:
None required.

17. TRANSPORTATION

Existing Setting:
The project components would be accessed via new interior roads utilizing an existing driveway off of Klondike Flat Road. Klondike Flat Road originates from State Route (SR) 89 utilizing an approximate 450’ stretch of roadway located within a 60’ wide right of way through a parcel of land owned by the United States Forest Service (APN 016-530-011) by way of a Special Use Permit granted in 1976 and amended in 1985. The Klondike Flat roadway is contained within a dedicated 60’ right-of-way in which then extends beyond the project boundary to Silverado Way.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle or pedestrian facilities?			✓		A,B,K,18
b. Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?			✓		A,B,K,16

c. Substantially increase hazards due to a geometric design feature (e.g., a sharp curve or dangerous intersection) or incompatible uses (e.g., farm equipment)?			✓		A,B,K,18
d. Result in inadequate emergency access?				✓	A,B,I
e. Result in an increase in traffic hazards to motor vehicles, bicyclists, or pedestrians, including short-term construction and long-term operational traffic?			✓		A,K,18

Impact Discussion:

17a. The project would not conflict with transit, roadway, bicycle or pedestrian facilities policies or plans. The project site is not served by fixed transit lines and no service expansion is expected to serve the project. The project would provide the required number of bicycle racks and carpool and vanpool space per the California Building Code. The project site is not served by fixed transit lines and the project is not expected to contribute any substantial impacts to transit service needs given the nature of the proposed facility.

The project components would be accessed via new interior roads utilizing an existing driveway off of Klondike Flat Road. Klondike Flat Road would be improved to provide for two (2) 10-foot-wide travel lanes which meet Two-Way Fire Safe Access Road Standards as shown in Figure 4. The interior roadways leading to both the facility component (Mill Road) and the residential component (Alpenglow Drive) would be developed to provide for two (2) 10-foot-wide travel lanes to achieve Fire Access Road Standards. Residential dwelling units would be accessed via proposed private driveways improved to meet Private Driveway Construction Standards. The project will be conditioned to meet the County's Two-Way Fire Safe Access Road Standards and the internal access (Alpenglow Drive and Mill Road) will be conditioned to meet Fire Standard Access Road Standards with a 20-foot wide access path and 2-foot shoulders.

Standard rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition (2021) were used for the employee housing portion of the project. The most appropriate land use category for these units is ITE Code 223 – Affordable Housing, as each unit contains two bedrooms and is meant to accommodate two employees. Additionally, since employees will not have to drive to work, a 20 percent reduction was made to the trip generation. As standard trip generation rates are not provided for a forest management operation, proposed project related trips were provided by the applicant for the person-trip analysis created for this project. A total of 10 trucks are proposed to haul wood material to the site on a busy summer day. Currently 6 of these trucks are hauling the same material to the Hobart Mills area, therefore only 4 of the trucks would be new trips in the area. As each truck load involves a full truck entering the site and an empty truck exiting the site, the existing number of one-way trips per day that would be relocated from the Hobart Mills area is 12 trips while there will be 8 new trips. Consistent with data obtained from Hobart Mills, 17 percent of trips occurred in the PM peak hour. Therefore, three sawmill truck trips would occur in the PM peak hour. Cut lumber will be hauled away from the site in 4 trucks per day. This would equate to 8 one-way truck trips per day. Again, consistent

with data obtained from Hobart Mills, 17 percent of trips occurred in the PM peak hour. Therefore, one lumber truck trip would occur in the PM peak hour. One service vehicle such as a garbage collection truck is expected to visit the site over the course of a peak day.

In summary, the total number of trips generated by the project is 61 daily trips with 7 trips occurring in the peak hour. Of these trips 39 daily trips and 4 peak hour trips are new, the remainder are existing trips that are relocated from the Hobart Mills area. The addition of 39 vehicle trips to the anticipated would result in a reduction in Level of Service (LOS), from LOS A to LOS B. However, LOS C is considered an acceptable LOS in Rural Regions under General Plan Policy LU-4.1.1. Therefore, the project would not have any substantial adverse impacts to daily or peak hour traffic. The potential increase in traffic resulting from the proposed project would be insignificant in nature and there would therefore be ***less than significant*** impacts relative to conflicts with traffic and non-motorized transportation.

17b The current forest management operations, including the local Sierra Pacific Industries, are at capacity and not accepting new materials. It is proposed that the new sawmill would accept material locally (within a 20-mile radius) instead of it being trucked to locations outside the area. The average trip length for the new sawmill trips would be about 15 miles, and there would be negligible Vehicle Miles Traveled (VMT) associated with the existing sawmill trips, as they are just shifting down the road less than half a mile and trucks travel in both directions on SR 89. Therefore, the sawmill's impact on VMT associated with new trips would be 120 daily VMT. However, the VMT associated with the sawmill is not necessarily "generated" by the proposed project but is actually necessitated by the forest thinning projects in the area. Without the proposed project, these forest thinning projects would still occur, generating trips to and from another sawmill further away. The closest open sawmill locations besides the project location would be in Quincy – 70 miles, Lincoln – 80 miles, or Honey Lake – 100 miles. Without the proposed sawmill and with the elimination of the existing Hobart Mills sawmill, the shortest trip length associated with the sawmill operation trucks would be 70 miles. To be conservative, this shortest potential alternative length was applied, which results in a significantly higher daily VMT (estimated at 2,100 daily VMT). Therefore, keeping a sawmill in this area would reduce overall sawmill truck VMT. The transportation consultant for this project, LSC Transportation Consultants, Inc. owner/operator Dave Mercer confirms the accuracy of the trip generation numbers, including no new trucks trips will be necessary for hauling away the 'four new truck trips bringing materials on site'. This is a function of the significantly reduced weight/volume/mass of the material leaving the site as compared to material arriving at the site. This is due to both use of the wood residuals to fire the boiler and the loss of water content in the finished lumber material versus that in the green logs coming into the site.

Next the residential VMT is estimated based on the location of nearby commercial and recreational land uses. An average trip length of 11 miles (based on the site's location relative to shopping and entertainment in Truckee) was applied to the 31 daily trips for a total VMT of 341 daily VMT. It should be noted that if the employee housing was not provided, employees would need to drive to the site from their homes. Therefore, not all the 341 daily VMT would be new VMT. Adding the new residential VMT (341) with the reduction in sawmill truck VMT (-1,980) yields a net reduction of 1,639 daily VMT, compared to not having a sawmill in the area. Therefore, pursuant to Government Code Section 15064.3, the project would have a ***less than significant impact*** due to the proposed decreased VMT in the project area.

17c,e. The project would not result in an increase in hazards due to incompatible uses, or due to a geometric design feature either during construction or during future occupation of the properties. The speed limit on SR 89 in the area is 55 miles per hour so the design speed for the roadway would be 60 miles per hour. The maximum sight distance need is corner sight distance for a Combination Truck which would require at least 1,010 feet of sight distance from Klondike Road both north and south on SR 89. Over 1,010 feet of sight distance is provided at Klondike Road in terms of the physical roadway but currently vegetation and signs are interfering. To the south a speed limit sign and trees are impeding sight distance and to the north only trees are impeding sight distance. Project conditions of approval would require that the project applicant minimum sight distance by moving the speed limit sign and conducting vegetation management pursuant to an encroachment permit issued by Caltrans. Once the speed limit sign is relocated and trees are removed or trimmed, adequate sight distance can be provided and project conditions of approval would require the project applicant to maintain adequate sight distance throughout project operation. Further, project conditions of approval would require the project applicant to pay traffic impact fees pursuant to the Regional Traffic Mitigation Fee program prior to the start of project operations. Additionally, pursuant to the Caltrans Highway Design Manual, no new turn lanes or acceleration lanes are necessary at SR 89/Klondike Road with the project. Therefore, project impacts due to geometric design are therefore ***less than significant***.

17d. The proposed project would improve emergency access by widening and improving Klondike Flat Road to the project driveway and to the project components. Currently Klondike Road is only paved for the first 140 feet west from SR 89. 300 feet west of the highway, the road splits and both sides are labeled as private property. The project proposes to extend the current pavement to (and slightly past) the site driveway, in total approximately one third of a mile. The roadway would be upgraded to meet county roadway standards. The project plans also include adequate turning radii and access widths for emergency vehicles. Therefore, the project would have ***no impact*** relative to resulting in inadequate emergency access.

Mitigation:
None required.

18. TRIBAL CULTURAL RESOURCES

Existing Setting:
This region of the County is known as ethnographic-period territory of the Washoe. The Washoe practiced seasonal migration, spending summer months at Sierra Nevada encampments near Lake Tahoe and winter months at lower elevations to the east. In this part of Nevada County, archaeologist locate prehistoric-period habitation sites along streams or ridges or knolls, especially those with southern exposure. Early settlers began moving west, followed by the late 1840-50s gold rush. By 1852 and the advent of placer mining, the population of Nevada County was estimated at more than 21,000 people. Supporting industry including stores, transportation companies, saloons, toll roads and stage lines, foundries, lumber mills, and water companies continued the growth rate of the County.

Assembly Bill 52 (Chapter 532, Statutes 2014) required an update to Appendix G (Initial Study Checklist) of the CEQA Guidelines to include questions related to impacts to tribal cultural resources. Changes to Appendix G were approved by the Office of Administrative Law on

September 27, 2016. Tribal Cultural Resources include sites, features, and places with cultural or sacred value to California Native American Tribes.

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

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		✓			A,B,10

Impact Discussion:

18a. The proposed project is anticipated to result in less than significant impacts to tribal cultural resources. The project parcel was determined to fall within the areas identified by the Washoe Tribe of Nevada and California, the United Auburn Indian Community (UAIC), Tsi Akim

Maidu, Nevada City Rancheria Nisenan Tribe, and Shingle Springs Band of Miwok Indians as ancestral lands. An initial distribution of the project application, the Cultural Resources Survey by Far Western Anthropological Research Group, Inc. dated February 2022, and records search results from the North Central Information Center, were sent to all organizations and the Native American Heritage Commission on April 27, 2023. UAIC conducted a records search for the identification of Tribal Cultural Resources for this project which included a review of pertinent literature and historic maps, and a records search using UAIC's Tribal Historic Information System (THRIS). UAIC's THRIS database is composed of UAIC's areas of oral history, ethnographic history, and places of cultural and religious significance, including UAIC Sacred Lands that are submitted to the Native American Heritage Commission (NAHC). The THRIS resources shown in this region also include previously recorded indigenous resources identified through the California Historic Resources Information System Center (CHRIS) as well as historic resources and survey data. The Shingle Springs Band of Miwok Indians did not identify known cultural resources on the project site and did not request additional formal consultation unless new information or human remains are found. The Planning Department did not receive responses from other California Native American Tribes.

As discussed in Section 5, Far Western Anthropological Research Group, Inc. prepared a Cultural Resources Survey dated February 2022, which included a records search from the North Central Information Center and a pedestrian survey of the site. Far Western did not encounter any new precontact cultural resources within or adjacent to the project site during the pedestrian survey. Close-interval transects conducted to determine if site P-29-001762 extended into the southwest corner of the API did not result in the identification of any cultural materials associated with this existing resource. A single fine-grained volcanic flake was observed to the south, outside of the project site, indicating the northern extent of the site boundary is farther south. However, as discussed in Section 5, there is still the potential for onsite grading could uncover cultural resources of importance to the California Native American Tribes identified above. Due to the chance that onsite grading could uncover cultural resources of importance to California Native American Tribes, as recommended by the UAIC, Mitigation Measures 18A has been included, which requires work to halt if cultural resources are discovered and for local tribes to be notified. With this protection in place, impacts to Tribal Cultural Resources would be ***less than significant with mitigation***.

Mitigation:

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

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

When avoidance is infeasible, preservation in place is the preferred option for mitigation of TCRs under CEQA 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 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 & California Native American Tribes

19. UTILITIES / SERVICE SYSTEMS

Existing Setting:
Electrical service is provided to this area by Liberty Utilities and is currently available on the site. Natural gas is not available in this area, but the site will be served by one of several private propane companies that serve Eastern Nevada County. Public water is not available to this property and water is provided through individual wells. There are a number of wireless telephone services available in western Nevada County but with variable coverage depending upon the carrier. AT&T provides land line phone service to this area. Sewage treatment and disposal would occur via an onsite system.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Require or result in the relocation or the construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?				✓	A,G
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?				✓	A

c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				✓	A,G
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste goals?		✓			A,G
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?		✓			A,G

Impact Discussion:

19a-c. The proposed project is anticipated to have no impact relative to extension of utilities to serve the project. The proposed project would not result in development that would create a need for the extension of electrical power, storm drainage facilities, or water or wastewater treatment facilities. Electricity produced by the biomass boiler units would be used to power a portion of the overall proposed project including the sawmill. Liberty Utilities would provide electrical power to the site for the remainder of the electrical need, and the project would be served by minor extensions of these utilities. The proposed project would utilize individual wells for water provision and the proposed uses would utilize onsite subsurface septic systems for sewage disposal, and the systems and repair areas would be designed and installed under a permit from the Nevada County Environmental Health Department. The proposed project would not impact sewer services because the project does not require these services. Therefore, the proposed project is anticipated to have ***no impact*** related to utility and service extensions.

19d,e. The proposed project would not result in an increase in solid waste that would be more than the capacity of local infrastructure. Tahoe Truckee Sierra Disposal provides solid waste collection through a franchise for collection and disposal of waste and recyclables for both residential and non-residential uses. There are no known capacity issues with Tahoe Truckee Sierra Disposal facilities.

Construction activities from site and road improvements could result in solid waste in the form of construction materials or vegetative debris, in addition to the approximately 14,600 cubic yards of material that would be excavated, not used as fill onsite, and disposed of offsite at the Eastern Regional Landfill or at the Hobart Mills Recycled Aggregate Yard. The operational phase of the proposed project could result in the production of solid waste typical of a sawmill or similar resource extraction use. Approximately 10 tons of biochar (an environmentally beneficial byproduct) would be produced annually, which would be used as an additive to topsoil offsite. Solid waste generated by the project would be hauled to the Eastern Regional Landfill in Truckee. Construction activities, however, typically produce solid waste in the form of construction

materials, vegetation chippings, or industrial toxic waste like glues, paint, and petroleum products. Construction of the proposed project could thus result in potentially adverse landfill and solid waste disposal impacts. Impacts would be ***less than significant with mitigation*** as identified in Mitigation Measure 19A below, which prescribes proper disposal of vegetative and toxic waste. taken Any waste generated would be required to comply with federal, state and local statutes and regulations related to solid waste.

Mitigation:

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

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

Timing: Prior to Issuance of grading/improvement/building permits and throughout construction
Reporting: Planning Department Approval of Grading and Construction Permits
Responsible Agency: Planning Department and Building Department

20. WILDFIRE

Existing Setting:

The subject parcel is located in the State Responsibility Area and fire service is provided by CAL FIRE. The subject parcel is identified as being located in a Very High Fire Hazard Severity Zone pursuant to the Fire Hazard Severity Zone Maps published by the Office of the State Fire Marshal. The nearest fire station is the Downtown Truckee Fire Station, staffed by the Truckee Fire Protection District, approximately 5 miles away.

If located in or near state responsibility areas or lands classified as very high fire severity hazard zones, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?			✓		A,I
b. Due to slope, prevailing winds, or other factor, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrollable spread of wildfire?			✓		A,I

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			✓		A,I
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			✓		A,I

Impact Discussion:

20a-c. The proposed project is not anticipated to conflict with emergency plans or result in negative environmental impacts due to project construction or operation. The Safety Element of the Nevada County General Plan addresses wildlife hazards in Nevada County and has several policies to improve fire safety. The Safety Element discusses the importance of ingress and egress, and Policy FP-10.7.2 requires that a condition of development is to maintain private roads, including roadside vegetation. Nevada County has also adopted a Local Hazard Mitigation Plan (LHMP) that was updated in August 2017. Goal 4 of the LHMP is to reduce fire severity and intensity, with Objective 4.4 to promote the implementation of fuel management on private and public lands. The main access road to the site, Klondike Flat Road, would be improved to Fire Safe Access Standards, and all internal circulation would be required to maintain adequate turning radii and access widths for emergency vehicles. All proposed improvements would require Building Permits and conformance with Chapter 5 of the Nevada County Land Use and Development Code for building and grading standards. Pursuant to Nevada County Land Use and Development Code Section L-II 4.3.18, the project would be conditioned to require the submission and approval of a Fire Protection Plan by the Nevada County Fire Marshal. The Fire Protection Plan would include an evacuation plan, a fuels management plan, identification of emergency water supplies, and other fire protection measures. Therefore, project impacts relative to compliance with emergency plans, impacts relative to increased fire risk, and impacts to the environment through the minimal work along these existing routes would be ***less than significant***.

20d. The proposed project would not result in altered slopes that would increase downslope risks or expose people or structures to significant risks such as landslides or flooding. The proposed project would require Building Permits for the grading and site improvements, which would require compliance with the Nevada County grading standards outlined in Land Use and Development Code Section V, Article 13. The building permits would require grading and erosion control plans for the soil disturbance, and a drainage analysis to ensure no additional runoff leaves the project site. As part of the project improvements and site inspections by the Building Department, soil compaction testing would be required for the grading at the site for the proposed building and associated improvements. Furthermore, the project area is not in an area that is mapped with high landslide activity and proposed structures are not on any areas of steep slopes. The siding and roofing materials on the proposed structures would be comprised of metal or other

fire-resistant, which would reduce risk. The project would meet the maximum impervious surface coverage requirements for the FR Zoning District, and all improvements would require building permits which would provide erosion control measures and ensure stormwater runoff and detention requirements are met. With the soil compaction testing, erosion control measures, and due to the area not having high landslide activity, and the avoidance of waterways in the project area, the project would have a ***less than significant impact*** on flooding, landslides, runoff, and post-fire slope instability.

Mitigation:
None required.

21. MANDATORY FINDINGS OF SIGNIFICANT ENVIRONMENTAL EFFECT

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

Impact Discussion:
21a,c. As discussed in Sections 1 through 20 above, the proposed project would comply with all local, state, and federal laws governing general welfare and environmental protection. Project implementation during construction and operation could result in potentially adverse impacts to aesthetics, agricultural/forestry resources, air quality, biological resources, cultural resources, geology/soils, noise, tribal cultural resources, and utilities/service systems. Due to potential impacts associated with light and glare from public vantage points, measures to shield lighting on existing and proposed outdoor light fixtures, as well as to minimize reflectivity from building materials, have been included. Due to potential impacts from loss of timber resources, the project will be required to obtain a Timberland Conversion Permit and/or Timber Harvesting Plan, as required by CAL FIRE. Because of the possible impacts to nesting birds, mitigation has been added to reduce potential impacts if construction occurs during nesting season. To protect water quality and aquatic life in downstream aquatic resources, mitigation has been added to provide appropriate BMPs during and after construction. Although solid waste, cultural, tribal cultural, and paleontological resources are not known in the project area, mitigation has been added to halt work if resources are discovered. To minimize the disruption to surrounding residents and other sensitive noise receptors during the construction, mitigation has been included to limit construction to daytime hours on Monday through Saturday. Mitigation has also been added to reduce potentially adverse impacts related to construction waste. Each of the potential adverse impacts are mitigated to levels that are ***less than significant levels with mitigation,*** as outlined in each section.

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

Mitigation Measures: To offset potentially adverse impacts to aesthetics, agricultural/forestry resources, air quality, biological and cultural resources, geological resources, noise, tribal cultural resources, and utilities/services systems, see Mitigation Measures 1A-1B, 2A, 3A-3E, 4A-4D, 5A, 7A, 9A, 10A, 13A, 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.

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

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

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

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

Kyle Smith, Senior Planner — 5/20/24
Date

APPENDIX A – REFERENCE SOURCES

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

1. California Department of Transportation. *California Scenic Highway Mapping System.* 2022. https://dot.ca.gov/caltrans-near-me/district-3/d3-programs/d3-maintenance/d3-scenic-hwy-program.
2. Nevada County. 1991. *Nevada County Master Environmental Inventory*. Prepared by Harland Bartholomew & Associates, Inc. (Sacramento, CA). Nevada County, CA.
3. California Department of Conservation. California Important Farmland Finder. Retrieved from https://maps.conservation.ca.gov/DLRP/CIFF/
4. California Department of Conservation. *Important Farmland Categories.* Retrieved from https://www.conservation.ca.gov/dlrp/fmmp/Pages/Important-Farmland-Categories.aspx
5. California Attorney General's Office. "Addressing Climate Change at the Project Level." January 6, 2010.
6. US Environmental Protection Agency. *Current Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants.* January 31, 2022. Available at: https://www3.epa.gov/airquality/greenbook/anayo_ca.html.
7. California Air Resources Board. *Maps of State and Federal Area Designations.* 2022. Available at: https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations.
8. RCH Group. Air Quality Technical Report for the Alpenglow Timber project. November 16, 2023
9. Live Oak Associates. Biological Inventory and Evaluation for the Alpenglow Timber project. March 8, 2022
10. Far Western Anthropological Research Group, Inc. Cultural Resource Survey for the Alpenglow Timber project. February 2022.
11. State Division of Mines and Geology. Geologic Map of the Chico, California Quadrangle, 1992.
12. State Division of Mines and Geology. Fault Map of California, 1990.
13. Nevada County. 1991. Nevada County Master Environmental Inventory. Prepared by Harland Bartholomew & Associates, Inc. (Sacramento, CA). Nevada County, CA.
14. Nevada County. 1995. Nevada County General Plan: Volume 1: Goals, Objectives, Policies, and Implementation Measures. Prepared with the assistance of Harland Bartholomew & Associates, Inc. (Sacramento, CA). Nevada County, CA.
15. Nevada County. Nevada County Zoning Regulations, adopted July 2000, and as amended.
16. California Attorney General's Office. "Addressing Climate Change at the Project Level." January 6, 2010.

17. Saxelby Acoustics. Environmental Noise Assessment for the Mercer Sawmill Project. August 2022.
18. LSC Transportation Consultants, Inc. SR 89 Sawmill Traffic Impact Analysis and VMT Report. May 2022
19. Ferrell Civil Engineering. Preliminary Drainage Report for the 100-Acre Woods Forestry Management and Material Processing Facility. November 2023.