

**CITY OF GRASS VALLEY
COMMUNITY DEVELOPMENT DEPARTMENT**



**Initial Study & Mitigated Negative Declaration – Grass Valley RV Resort and
Annexation Project – Sphere of Influence Amendment, Annexation, Pre-zone,
Development Review and Use Permit**

**11425 McCourtney Road and ±25 acres generally located north and east of
McCourtney Road/Old Auburn Road (20PLN-29)**



SCH# _____

September 30, 2021

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INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

Grass Valley RV Park Resort - south and east of McCourtney Road

In accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15063 (Initial Study), the City of Grass Valley has prepared this Initial Study to assess the potential environmental impacts of the proposed Grass Valley RV Park Resort and Annexation Project including entitlements consisting of a Sphere of Influence Amendment, Annexation, Pre-zone, Development Review and Use Permit. On the basis of the Initial Study, the City finds that the proposed project will not have a significant adverse effect on the environment and will not require the preparation of an Environmental Impact Report. Therefore, this Mitigated Negative Declaration has been prepared as the appropriate level of environmental review in accordance with CEQA and the CEQA Guidelines Sections 15063 and 15070 et. seq.

Public and Agency Review:

This Initial Study/Mitigated Negative Declaration is being circulated for a **30-day** public and agency review commencing **September 30, 2021**, and ending on close of business on **October 29, 2021**. Copies of this Initial Study and cited references may be obtained at the City of Grass Valley Community Development Department at the address noted below. Written comments on this Initial Study/Mitigated Negative Declaration may also be addressed as noted below.

Project title: Grass Valley RV Park Resort and Annexation Project – Sphere of Influence Amendment, Annexation, Pre-zone, Development Review and Use Permit (**20PLN-29**) – located at 11425 McCourtney Road and north and east of McCourtney and Old Auburn Roads.

Lead agency name and address:

City of Grass Valley Community Development Department
125 E. Main Street
Grass Valley, CA 95945

Contact person, phone number, and e-mail:

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Project Location and Site Description:

The project site contains ±45 total acres consisting of 33 legal parcels. The project site is in Section 26, Township 16N, Range 8E Mt. Diablo Base Meridian on City of Grass Valley 7.5-minute USA quadrangle. Approximate coordinates of the center of the site are 39° 21' 59" north and -121° 05' 27" west (**Exhibit A – Vicinity Map** and **Exhibit B – Aerial Photograph**).

The subject RV Park Resort site is located at 11425 McCourtney Road and the Annexation properties are generally located north and east of McCourtney Road and Old Auburn Road with the following APNs and acreage (See **Exhibit C – Project Annexation Map** and **Table 1 -Assessor's Parcel Numbers**):

Exhibit A - Vicinity Map

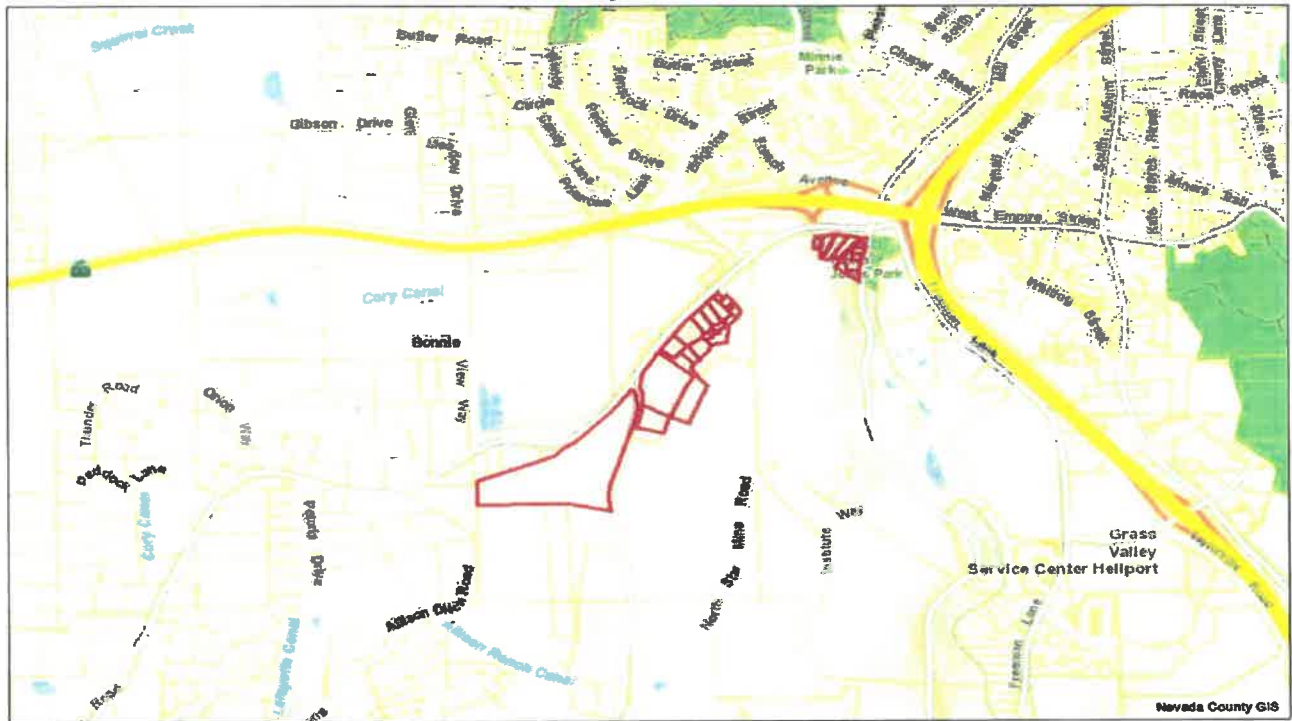


Exhibit B - Aerial Photograph





Table 1 – Assessor's Parcel Numbers

AREA 1 – ±40 ACRES		AREA 2 – ±2.2 ACRES		AREA 3 – ±2 ACRES	
APN:	Acreage	APN:	Acreage	APN:	Acreage
007-550-016	20.02	029-220-001	0.19	029-220-006	0.9
007-400-001	4.88	029-220-003	0.37	029-220-008	0.21
007-400-006	1.42	029-220-004	0.71	029-220-010	0.21
007-400-011	2.76	029-220-005	0.76	029-220-011	0.40
007-400-001	4.87			029-220-012	0.22
007-400-012	0.52			029-220-016	0.10
007-380-007	0.10			029-220-017	0.17
007-380-002	0.72				
007-380-004	0.57				
007-380-006	0.11				
007-380-008	0.19				
007-380-009	0.11				
007-380-010	0.19				
007-380-011	0.20				
007-380-014	0.38				
007-380-017	1.08				
007-380-018	0.61				
007-380-020	0.62				
007-380-021	0.18				
007-380-022	0.25				
007-380-026	0.66				
007-380-027	0.56				
Total Acreage	41		2.03		2.21

Surrounding Land Uses:

The project area to the east is mostly developed with commercial and residential uses with the Nevada County Fairgrounds located to the west and California Highway Patrol Office located to the north. East and south of the project area is generally larger parcels that contain open space and partial rural residential development. The project area is located southwest of downtown Grass Valley with the developed areas of Grass Valley located east, southeast, and northwest from the project site. State Route 49/20 is located approximately ±0.6 miles to the east/northwest from the subject parcel (Exhibit C – Site Photographs).

Exhibit D – RV Site Photographs/Annexation Areas Photographs



Photo 1: Looking southwest from corner of McCourtney Road and Auburn Road



Photo 3: Looking south along Auburn Road



Photo 4: Looking southwest from corner of McCourtney Road and Auburn Road towards center of parcel



Photo 5: Looking north towards existing homes



Photo 6: Looking west along McCourtney Road



Photo 9: Looking northeast



Photo 10: Looking southwest



Photo 11: Looking northwest



Photo 13: Looking north



Photo 14: Looking south



Photo 12: Looking west



Project Objective:

There are two objectives of the project: 1) Annexation and Pre-zone of half of Annexation Area 1 identified as the Grass Valley RV Park Resort, including development of the Grass Valley RV Resort on a ±20-acre parcel. The objective of the RV Park is to fill the void of transit occupancy accommodations in the City of Grass Valley and surroundings. The RV Park Resort would provide an additional 150 recreational vehicle (RV) spaces with full hookups and up to 15 glamping sites for short term camping. 2) Annexation and Pre-zone of half of Annexation Area 1 and all of Annexation Areas 2 & 3. These areas are to have a City of Grass Valley General Plan designation of Office Professional (OP) and a City of Grass Valley Zoning designation of Neighborhood Center Flex (NC-Flex) Zone for the ±25 acres. Presently, the properties have an array of both commercial and residential land uses. The Nevada County Land Use Designation is Office Professional (OP). The City's NC Flex Zone is more befitting of the types of mixed commercial and residential uses existing than the County's Office Professional (OP) Zone designation. Other than Annexation and City General Plan and Zoning designations, no development is proposed in the Annexation areas.

Project sponsor's name and address:

Millennium Planning & Engineering
 471 Sutton Way, Suite 210
 Grass Valley, CA 95959
 Attn: Rob Wood, AICP, Principal Planner
 (530) 446-5765

PROJECT DESCRIPTION:

The Grass Valley RV Resort and Annexation Project includes entitlements including a Sphere of Influence Amendment, Annexation, Pre-zone, Development Review and Use Permit as further described:

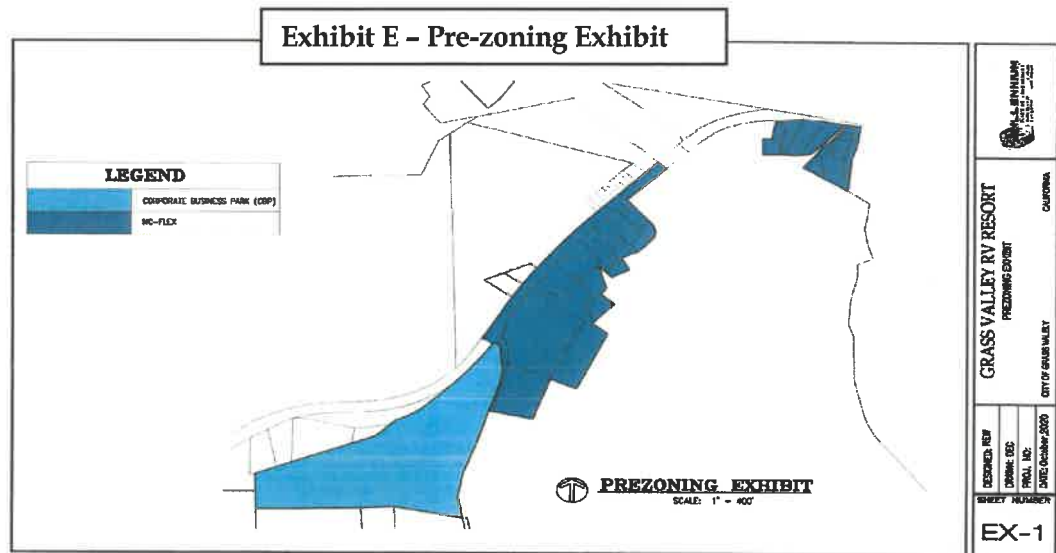
Sphere of Influence Amendment and Annexation – The Sphere of Influence Amendment will add the RV Park Resort property into the City's Sphere of Influence and re-designate the project area from the City's Long-Term to the Near-Term Annexation Schedule.

Annexation includes segments of McCourtney Road and Old Auburn Road and the entirety of the ±45 acres identified as Annexation areas 1 – 3. Annexation area 1 consists of ±40 acres of developed and undeveloped lands; Annexation area 2 consists of ±2.2 acres of office and residential uses; and, Annexation Area 3 consists of 2 acres of office and residential uses.

General Plan Designation – The City of Grass Valley has a General Plan land use designation of Office Professional (OP) for the entirety of the ±45 acres. No General Plan Amendment is necessary for the project.

Pre-zone – A Pre-zone of Corporate Business Park (CBP) is proposed for the 20-acre RV Park property identified as part of Annexation Area 1. The Corporate Business Park (CBP) Zone is applied to areas of the City appropriate for employment with a "campus" type character, which

includes landscaped open space between buildings, screened service areas, uniform sign and street lighting standards and maintenance of a landscape theme throughout.



A Pre-zone of the properties is proposed to the Neighborhood Center (NC-Flex) Zone for approximately half of Annexation Area 1 and all of Annexation Areas 2 and 3. The NC-Flex Zone is intended to promote flexibility of use, allowing the market to determine ground floor character while establishing the built form in order to ensure neighborhood compatibility. The NC-Flex Zone permits both commercial, residential as well as mixed uses. No specific development is proposed for these properties (*Exhibit E - Pre-Zoning Exhibit*).

The current Nevada County land use designation is Office Professional (OP). As such, many of the existing residential land uses are considered “legal non-conforming” and may not be expanded or further developed. Conversely, the existing land uses, consisting of a mix of residential and commercial land uses consistent with the NC-Flex Zone, may be expanded in accordance with the Development Standards of the City’s Development Code.

Development Review and Use Permit – In the CBP Zone, A Development Review Permit is required for the site planning and architectural design review of the RV Park Resort. A Use Permit is also required for RV Parks in the CBP Zone subject to Findings in Section 17.72.060 of the City’s Development Code. The Findings required relate to compatibility of the use with the neighborhood.

The RV Park Resort project plans dated October 20, 2020, include the following details:

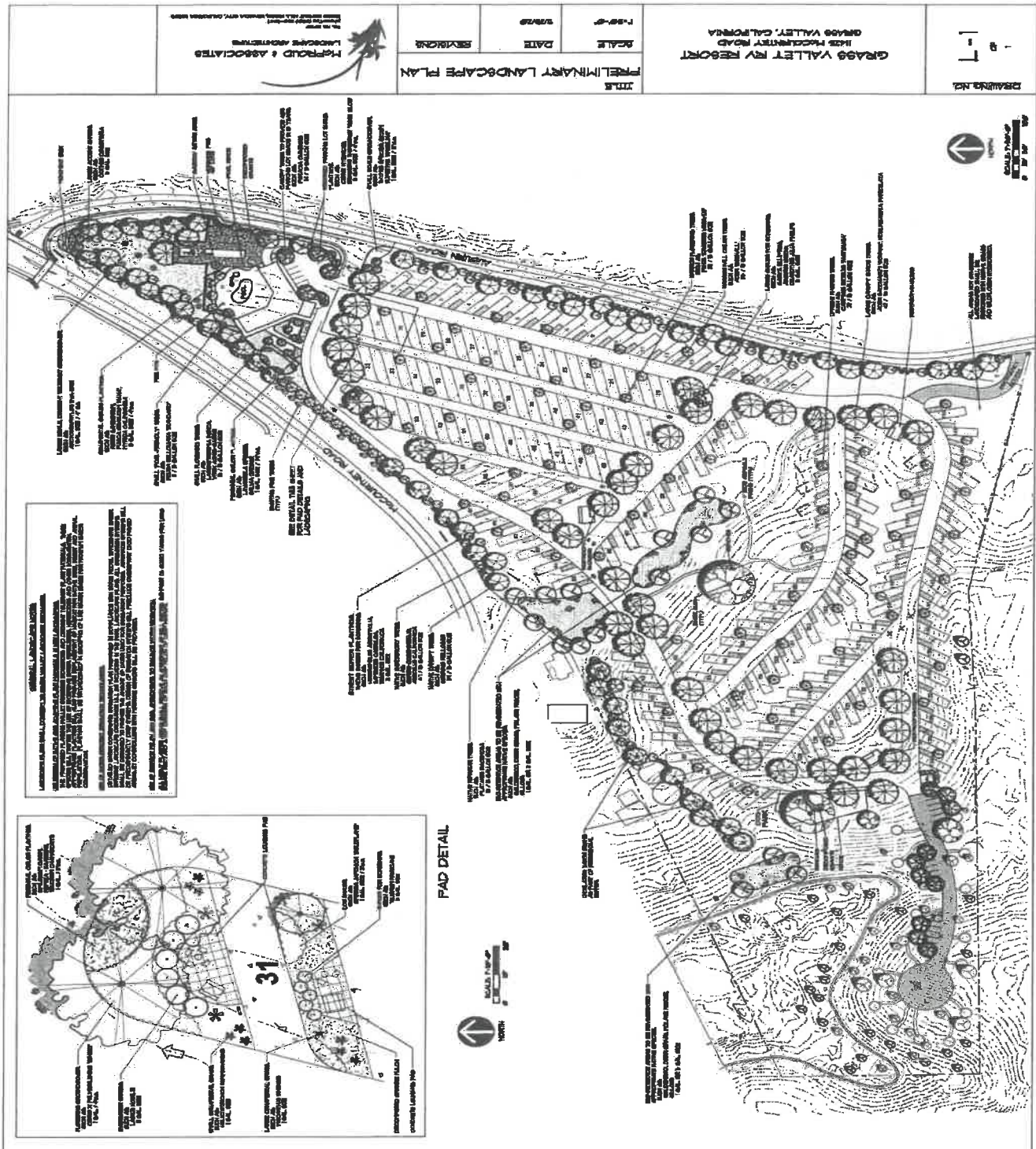
Site Plan – The site plan shows the development of a 150 space Recreational Vehicle (RV) park with 15 no hookup “glamping” spaces for short term camping on ±20 acres. “Glamping” is a form of camping involving accommodation and facilities more luxurious than those associated with traditional tent camping (See *Exhibit F - RV Park Resort Site Plan*).

The typical RV spaces are 15 feet wide by 56 feet in length. The back in RV pads are 14 feet in width by 45 feet in length. A gravel vehicle parking area of 8 feet by 20 feet in length adjoins the RV parking facilities for owner vehicles.

Recreational Amenities – The RV Park Resort will offer many amenities including a walking path throughout, a dog-friendly area, restrooms with showers, office check in, game room, coin laundry, electric bike and scooter rentals, general store, Electric Vehicle (EV) charging station, an outdoor pool & hot tub, and BBQ/picnic areas and pond. The pond is to supplement fire suppression and may also be used for fishing. The RV Park spaces will include full-service hookups, including electric water and sewer. Each space will consist of a concrete pad with landscaping framing each of the sites. The 15 no hookup glamping sites include tents in a wooded setting (western section of the property). Three (3) restroom facilities with showers will be situated throughout the site, including the clubhouse.

A landscape plan has been prepared for the RV Park Resort property (Sheet L - 1). The landscaping plan includes ground cover, shrubs and decorative trees throughout the RV Park Resort project site. A typical RV pad detail is provided illustrating concrete lounging areas framed by trees, shrubs and ground cover plantings (See **Exhibit G - RV Park Landscaping**).

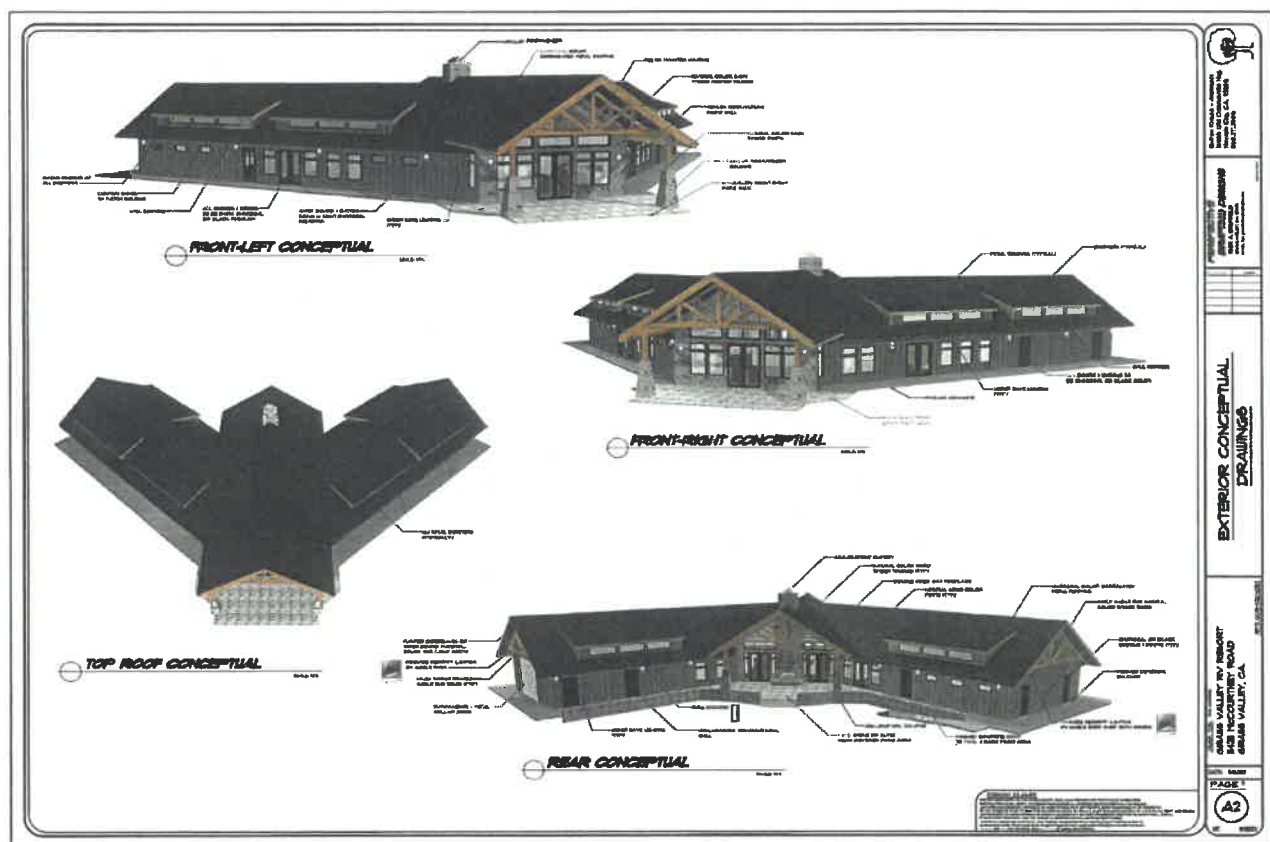
Exhibit H - RV Park Resort Landscaping Plan



Architectural Building Design – The project proposes a clubhouse building of approximately $\pm 4,565$ square feet plus two additional restroom buildings of approximately ± 398 square feet each. Architectural details have been incorporated into the design consistent with the City's Design Standards. The clubhouse is approximately ± 20 feet in height from finished grade to the ridgeline of the building and approximately ± 23 feet to the top of the boxed frame chimney. Various materials are proposed such as ashlar stone at the entry way, natural stained re-sawn wood posts, charcoal gray Hardi-board & batten siding, and dark charcoal corrugated metal roofing.

The restrooms are approximately ± 14 feet in height to the ridgeline. Materials consist of vertical Hardi-board & batten siding, horizontal Corten metal siding with a corrugated metal roof. Each restroom will contain 4 toilets, 4 sinks and 4 shower stalls, including an ADA accessible toilet room and ADA accessible shower room.

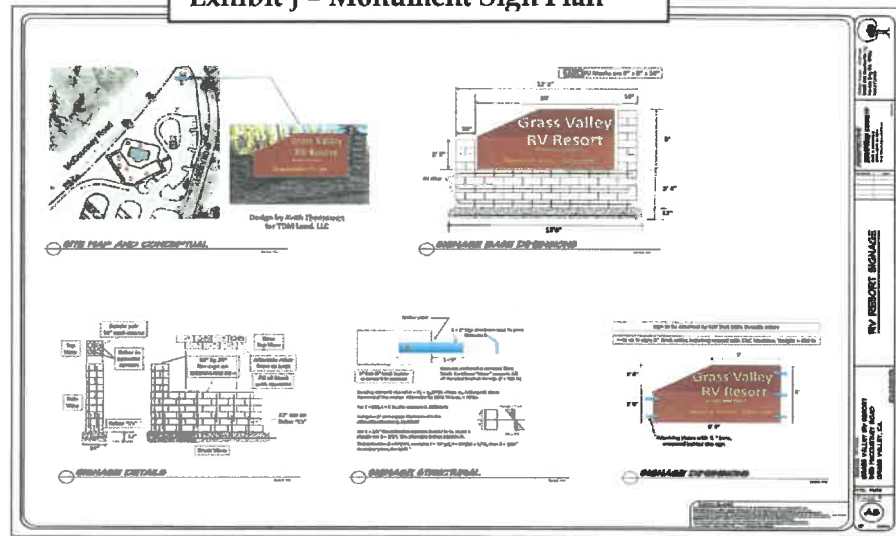
Exhibit I – Architectural Elevations



Lighting – Outdoor lighting is proposed around the parking areas and restrooms. A photometric plan and calculations are provided reflecting a standard lumen package for the main parking areas. Pedestrian bollards are proposed around the glamping parking area. The pedestrian bollards are intended to define the hardscape boundaries and to reduce light from extending into the glamping areas. The restrooms each have a short 12-foot pole and single luminaire with a highly diffused lens to minimize glare.

Exhibit J - Monument Sign Plan

Signage – A monument sign is proposed near the intersection of Auburn Road and McCourtney Road. The monument sign will include the name of the RV Resort Park and a website. The dimensions of the monument sign proposed are ± 10 feet in width by ± 5 feet in height. The monument sign will be placed on a footing and Cement Masonry Unit (CMU) block wall base.



Topography – The RV Resort Park parcel is relatively flat ranging between $\pm 2,425$ above Mean Sea Level (MSL) in the western area adjacent to the NID canal to $\pm 2,465$ along the southern border along Auburn Road. In general, the project site slopes towards the northwest within the far western section of the subject parcel and from the east to west within the eastern section of the subject parcel towards the center of the project area where a swale area crosses the subject parcel from north to south. In general, the western section of the parcel that contains gravel slopes slightly toward the east where the swale crosses the parcel.

Grading and Retaining Walls – The preliminary grading plan calls for $\pm 24,823$ cubic yards of cut and $\pm 19,198$ cubic yards of fill resulting in an excess of $\pm 5,625$ cubic yards of soil. The excess material is proposed to be used on-site for landscaping. Due to the relatively level topography, no retaining walls are proposed with the project. The site will be graded in compliance with ADA site accessibility standards.

Tree Removal – According to the tree removal plan (inset Sheet C1.0), twenty-four trees are to be removed from the site located on the westerly portion of the property. Based upon the site surveys, the project area does not contain any landmark oak trees that will be removed or disturbed.

The ± 36 -inch Black Oak, located in the center of the site, is to be protected as a mapped landmark tree and will not be disturbed as part of the project. The tree will be protected as part of the project site planning and no development will occur within the dripline of the tree.

Fencing – Fencing consists of existing three rail vinyl rail fencing around the perimeter of the property. The fencing will remain with the RV Park Resort.

Drainage – A Preliminary Drainage Analysis was prepared by Millennium Planning & Engineering in January 2020. Storm water treatment facilities were sized using a storage requirement of one inch of the total impervious area. By incorporating on-site treatment utilizing bio-retention basins and

landscaping, post development peak runoff leaving the site will not exceed pre-development runoff, therefore there will be no impact to downstream properties.

Water Quality Treatment Methods – Storm drainage will be collected and routed through a storm drain system that will direct runoff to multiple bioretention treatment areas and a storm drainage swale. Overflow runoff will be directed to the existing roadside ditch on McCourtney Road. The following list includes Best Management Practices (BMPs) used prior to discharge of flow to existing drainage facilities and creeks.

BMP#

- TC-30 Vegetated swales and rock-lined swales will provide pre-treatment by collecting and slowly conveying runoff to downstream treatment facilities. They are designed to treat runoff through filtering and trapping sediment and other pollutants with angular rock lining or vegetation in the channel, filtering through a subsoil matrix and infiltration into the underlying soils.
- TC-32 Bioretention areas remove pollutants by filtering runoff through plants and engineered subsurface soil, which restores groundwater levels, and reduces peak runoff by capturing and filtering stormwater.
- TC-50 Initial water quality treatment is provided in each Storm Drain Inlet utilizing a 12-inch deep sump. The sump, located below the storm drain inlet, captures sand and sediment and includes weep holes and infiltration.

Utilities – Water Supply: Treated water is available and will be provided by Nevada Irrigation District (NID). There is an 8-inch water line along McCourtney Road and a 12-inch ductile iron water main along Old Auburn Road. Tie-in(s) to the water main are proposed from Old Auburn Road in coordination with NID. Irrigation water will be provided by NID via the existing canal on the southwest portion of the property. A portion of the canal onsite is proposed to be encased prior to the construction of Phase 3 of the RV Park Resort to avoid conflicts between development and the open NID canal.

NID modeling identified a total of 500 gallons per minute (gpm) from their existing system. Offsite upgrades needed to NID's water infrastructure to serve the project site for fire suppression are financially prohibitive for the RV Park Resort Project. Accordingly, the project is proposing to supplement fire flow via an approximate ± 60 foot wide by ± 180 -foot-long pond area. The pond will be required to be deep enough to accommodate 1,500 gpm for a 2-hour duration in accordance with City of Grass Valley Fire Department standards.

Sanitary Sewer: Sanitary sewer will be provided by City of Grass Valley upon annexation. The closest tie-in to the City's sewer system is approximately $\pm 2,000$ feet from the site, near the Brighton Street/McCourtney Road intersection. A pump station will be constructed on-site and a combination of force main/gravity will be installed from the project site to the City's existing sewer system. The sewer line will be increased from 2-inch to 6-inch from Brighton Street to the RV Park Resort project site.

RV Disposal: A proposed RV dump station is located at the southeast corner of the property. The dump station will tie into the sanitary sewer system for the property.

Dry Utilities: Dry utilities (i.e., natural gas, electrical supply, telephone, cable) are located along McCourtney and Old Auburn Roads. The exiting overhead powerlines that run north/south through the property will be undergrounded and rerouted on-site concurrently with site development.

General Plan Land Use Designation

The project area has a City of Grass Valley land use designation of Office Professional (OP), according to the *City of Grass Valley 2020 General Plan*. The Office Professional (OP) classification provides for concentrations of free-standing offices and large office complexes. The designation is intended to facilitate both offices and supporting activities and land uses. The Office Professional (OP) General Plan designation is consistent with both the proposed Corporate Business Park (CBP) and Neighborhood Center Flex (NC-Flex) Zone designation.

Zoning Designation

The RV Park site is proposed to be designated as Corporate Business Park (CBP). The CBP Zone is applied to areas of the City appropriate for employment with a “campus” type character, which includes landscaped open space between buildings, screened service areas, uniform signage and street lighting standards and maintenance of a landscaped theme throughout.

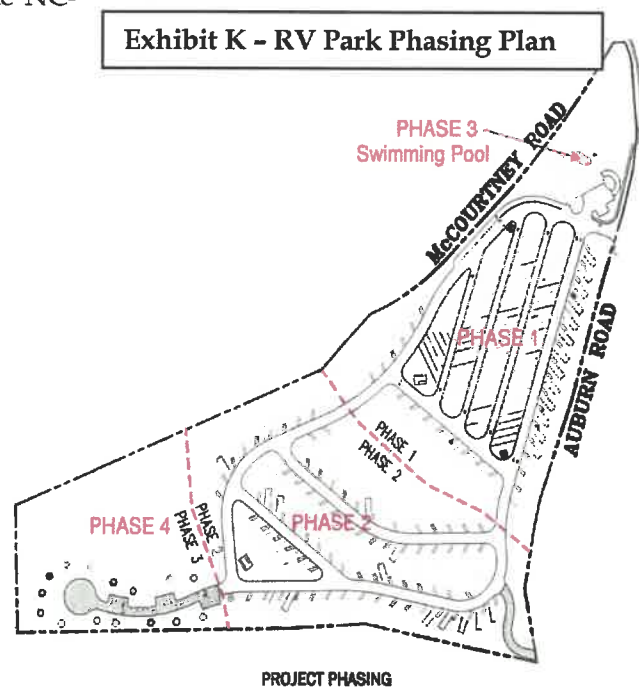
The City Pre-zone is Neighborhood Center Flex (NC-Flex) for half of Area 1 and all of Areas 2 and 3 along McCourtney Road. The primary intent of the NC-Flex Zone is to work in combination with the NC Zone to promote the vitality of corridors and centers within different neighborhoods. The zone intends flexibility of use, allowing the market to determine ground floor character while establishing the building form in order to ensure neighborhood compatibility.

Project Phasing

The RV Park is proposed to be constructed in four phases:

Phase I –

- 73 RV spaces
- Clubhouse & parking lot
- Project amenities (except Swimming Pool – Future Phase 3)
- Restroom with showers
- Pond with supplemental water storage (1,500



gallons) to meet fire flow requirements

- Landscaping & Lighting
- Monument signage

Phase II -

- 77 RV spaces
- 2 additional restrooms with showers
- Emergency Access Road with gate and Knox Box
- Extend requisite utilities
- Additional landscaping and lighting

Phase III -

- Swimming Pool (optional)

Phase IV -

- 15 Glamping sites
- Encase NID canal, as required

Offsite Improvements

The following offsite improvements are required of the RV Park Resort Project:

- Curb, gutter, sidewalk and ADA improvements along Old Auburn Road from project entrance to McCourtney Road intersection
- Design right-turn-lane into project on Old Auburn Road
- Pedestrian crossing improvements at McCourtney Road/Old Auburn Road Intersection
- Increase in City sewer from 2 inch to 6 inch and extension of City sewer lines from Brighton Street to RV Park Resort project site.

California Environmental Quality Act Application – The CEQA analysis of the project includes anticipated environmental impacts of the Sphere of Influence, Annexation and Pre-zone of ±25 acres of NC-Flex Zoned property into the City limits as well as the specific RV Park Resort Project impacts on the ±20-acre site. As noted, the annexed properties have a Nevada County Office Professional (OP) Land Use designation which are slated for development of such uses. Considering no specific development is proposed on these properties, the environmental consequences of changing the City/County land use designation is evaluated. Unlike the RV Park Resort Project, considering no development is proposed on these properties, the CEQA analysis does not speculate on environmental impacts that may occur per the CEQA Guidelines.

Specifically, per CEQA Guidelines Section 15145, if after a thorough investigation, a lead agency finds that a particular impact is too speculative for evaluation, the lead agency should note its conclusion and terminate discussion of the impact.

Additionally, in accordance with Section 15146, the “Degree of Specificity” rule is used in the potential environmental impacts of the project.

That is the “Degree of Specificity” required in this Initial Study/Mitigated Negative Declaration corresponds to the degree of specificity involved in the underlying activity, which is described in the IS/MND.

An IS/MND on a construction project such as the RV Park Resort will necessarily be more detailed in the specific effects of the project than will be an environmental evaluation on, in this case the Annexation and Pre-zone because the effects of the construction can be predicted with greater accuracy.

The IS/MND on the Annexation and Pre-zone will focus on the secondary effects that can be expected to follow from the adoption, but the IS/MND is not as detailed as the environmental analysis on the specific RV Park Resort.

Regulatory Setting and Required Agency Approvals

The following City of Grass Valley, Responsible and/or Trustee Agency permits are required prior to construction of the RV Park Resort Project:

- City of Grass Valley Department of Public Works – Improvement Plan, Grading Plan, Encroachment Permit and Tree Permit approvals.
- City of Grass Valley Community Development Department – Site Plan and Building Plan Approvals and Conditions of Approval/Mitigation Measure compliance verification.
- State Department of Housing and Community Development (HCD) – Building, Plumbing, Mechanical, and Electrical Permits in accordance with the California Codes.
- City of Grass Valley Fire Department – Site Plan, Improvement Plan and Building Plan Approvals.
- A Storm Water Pollution Prevention Plan (SWPPP) shall be approved by the Regional Water Quality Control Board in accordance with the Clean Water Act.
- A Dust Mitigation Plan shall be approved by the Northern Sierra Air Quality Management District.
- Timber Harvest Permit Exemption (for less than 3-acre conversion) from the California Department of Forestry and Fire Protection.
- Army Corps of Engineer (Section 404 permits) – A Section 404 Clean Water Act (CWA) Permit is required for the potential NID water line wetlands.
- Nevada County Environmental Health Department (NDEHD) – An operators permit shall be obtained from Nevada County Environmental Health Department for the project including the general store and RV dumping station.

- County of Nevada/City of Grass Valley - City/County Tax Sharing Agreement prior to Annexation. The existing City/County Annexation agreement is expected to suffice.
- Local Agency Formation Commission (LAFCO) - Approval of Sphere of Influence Amendment and Annexation of properties into the City of Grass Valley City limits.

Evaluation of Environmental Impacts:

- 1) A brief explanation is required for all answers except "NO Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to a project like the one involved (e.g. the project falls outside a fault rupture zone). A "NO Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) **"Potentially Significant Impact"** is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an Environmental Impact Report (EIR) is required.
- 4) **"Potentially Significant Unless Mitigation Incorporated"** applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
- 5) **"Less-Than-significant Impact:"** Any impact that is expected to occur with implementation of the project, but to a less than significant level because it would not violate existing standards.
- 6) **"No Impact:"** The project would not have an impact to the environment.
- 7) Earlier analyses may be used where, pursuant to Tiering, Program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration.
- 8) Lead agencies are encouraged to incorporate into the checklist reference to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|---|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture & Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Greenhouse Gases | <input type="checkbox"/> Haz/Hazardous Mat. |
| <input checked="" type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources |
| <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input type="checkbox"/> Util./Service Systems |
| <input type="checkbox"/> Wildfire | <input type="checkbox"/> Man. Findings/Significance | <input type="checkbox"/> None |

DETERMINATION: (To be completed by the Lead Agency) On the basis of this initial evaluation:

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

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

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

☐ I find that the proposed project MAY have a "potentially significant impact" or "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.


Lance E. Lowe, AICP, Principal Planner

9/23/22
Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

I. AESTHETICS –

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SETTING

The aesthetic value of an area is a measure of its visual character and quality, combined with the viewer response to the area (*Federal Highway Administration, 1983*). The visual quality component can best be described as the overall impression that an individual viewer retains from residing in, driving through, walking through, or flying over an area. Viewer response is a combination of viewer exposure and viewer sensitivity. Viewer exposure is a function of the number of viewers, the number of views seen, the distance of the viewers, and the viewing duration. Viewer sensitivity relates to the extent of the public's concern for a particular view shed (*U.S. Bureau of Land Management, 1980*).

The *City of Grass Valley 2020 General Plan* notes that the City does not contain any officially designed scenic highways or vistas, but generally acknowledges the City and its surroundings as having a wide range of landscapes, scenic vistas and visual resources.

Annexation areas 1, 2 and 3 contain a mix of residential and commercial properties along McCourtney Road and Old Auburn Road. The properties do not contain scenic vistas, trees, rock outcroppings and historic buildings within a scenic highway.

The RV project site has ±1,200 and ±900 feet of frontage along McCourtney Road and Auburn Road respectively. According to the *Tree Inventory prepared by Greg Matuzak*, there are ±75 trees on the site, many of which are subject to the City's Tree Permit Ordinance. According to the project plans, ±24 trees are proposed to be removed with development of the project. However, the 36-inch California Black oak tree located in the center of the site is proposed to be protected as a mapped landmark tree with no development occurring within the dripline of the tree. No other scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings are located on the subject ±20-acre project site.

Sources of existing light and glare in the project area are streetlights, residential lighting and parking lot lighting from the Nevada County Fairgrounds and CA Highway Patrol Office. Other sources of light and glare include vehicles traveling along McCourtney Road and Old Auburn Road.

IMPACTS

- a)&b) No specific development is proposed for the residential and commercial annexation areas along McCourtney Road and Old Auburn Road. Accordingly, no impact will occur to a scenic vista, trees, rock outcroppings, and historic buildings within a state scenic highway for this segment of the project. No impact will occur.

From its undeveloped state, the RV Park Resort development and related improvements would alter the views along McCourtney and Old Auburn Roads.

A project would normally have a substantial adverse aesthetic effect through removal of natural features or addition of man-made features or structures which degrades the visual intactness and unity of the scenic vista or highway. Considering scenic vistas or scenic highways are not within the project vicinity, the RV Park Resort project will not substantially damage scenic resources, including, but not limited to: trees, rock outcroppings, and historic buildings within a state scenic highway. No impact will occur.

- c) Distinguishing between public and private views is important when evaluating changes to visual character or quality, because private views are views seen from privately-owned land and are typically associated with individual viewers, including views from private residences. Public views are experienced by the collective public and include views of significant landscape features and along scenic roads. According to CEQA (Pub. Resources Code, § 21000 et seq.) case law, only public views, not private views, are protected. For example, in *Association for Protection etc. Values v. City of Ukiah* (1991) 2 Cal.App.4th 720 [3 Cal. Rptr.2d 488], the court determined that “we must differentiate between adverse impacts upon particular persons and adverse impacts upon the environment of persons in general.” As recognized by the court in *Topanga Beach Renters Assn. v. Department of General Services* (1976) 58 Cal.App.3d 188 [129 Cal.Rptr. 739]: “[A]ll government activity has some direct or indirect adverse effect on some persons. The issue is not whether [the project] will adversely affect particular persons but whether [the project] will adversely affect the environment of persons in general.” Therefore, the focus in this section is on potential impacts to public views. Sensitive public viewers in the surrounding area would primarily consist of motorists, pedestrians, and bicyclists travelling on McCourtney and Old Auburn Roads.

Given there is no development proposed for the north half of Annexation areas 1, 2 and 3, views will not be altered along this segment of McCourtney Road.

The proposed RV Park Resort project would change the visual character and quality of the site from a vacant, undeveloped graveled lot used for parking to a RV park, with associated buildings and landscaping. For motorists, bicyclists, and pedestrians travelling on McCourtney and Auburn Roads, the proposed project could potentially obscure rural views to the south and east with RVs and clubhouse improvements. However, the views looking

south and east along McCourtney and Old Auburn Roads are not considered scenic. Additionally, the landscaping proposed along the periphery of the RV property consisting of ground cover plantings, shade and decorative trees including *Heteromeles Arbutifolia*, *Sambucus Caerulea* and *Rhamnum Californica* aim to partially shield the RVs and related improvements from public roadway views.

Generally, new development, if not carefully designed, can result in adverse impacts on sites open to public view. Adopted policies of the City's General Plan Community Design Element (Chapter 10 of the 2020 General Plan) aim to preserve the desirable physical and design features in Grass Valley and carry them over into new development so that old and new development appear compatible. The City's Community Design element states that new development within established areas shall be consistent in terms of scale, design, and materials.

The project area has predominately residential and commercial appearance, which transitions into larger rural properties along McCourtney and Old Auburn Road. Again, no development is proposed with the Annexation areas so no impact is expected along this segment of McCourtney Road and Old Auburn Road. The RV Park property is landscaped along McCourtney and Old Auburn Roads, so it is expected that the landscaping will provide a landscaped transition to the rural properties to the south and east.

The architectural design of the clubhouse improvements for the RV Project includes architectural detailing, natural materials and parking lot landscaping consistent and compatible with the residential and commercial architecture in the neighborhood and the City's Community Design Guidelines as outlined in the project description.

The RV Park Resort buildings comply with the setbacks and building height in the Corporate Business Park (CBP) Zone.

Of the ±75 trees identified on the property, the project is anticipated to remove ±24 of the trees from the site (32%). The City's Design guidelines suggest a 20% tree retention for all other types of development in the City. The RV Park Resort project proposes to retain 68% of the trees on the 20-acre site.

As shown on the project plans, the ±36-inch California Black Oak is to be protected as part of the site planning. No development will occur within the dripline of the Black Oak located adjacent to the proposed bioretention area.

The replanting will make up for the ±24 trees removed as there is ±42 trees to be planted along the periphery of the property according to the landscape plans. The additional trees and landscaping soften the appearance of the RV Park Resort project on neighboring properties, passing motorists and pedestrians alike. These impacts are therefore considered less than significant.

- d) Existing sources of day and nighttime light within and around Grass Valley include those common to developed areas, including motor vehicle lights along McCourtney and Old

Auburn Roads, City and County streetlights, parking lot lighting, building lighting and signage in the project area.

No additional lighting is proposed for the Annexation areas so no additional impacts will occur.

Lights to be installed on RV Park Resort project site include clubhouse lighting, parking lot lighting, pedestrian path bollard lighting and monument signage. Per City standards, all lighting is required to contain down shields thereby directing light downward. The project lighting must be directed so as not to spill light onto neighboring properties. A photo-metric plan has been submitted with the project illustrating compliance with the City's lumen standards. Accordingly, light spillover is not anticipated to cause a significant impact to neighboring properties. Overall, potential lighting impacts associated with the project are considered less than significant.

II. AGRICULTURE RESOURCES & FOREST RESOURCES–	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SETTING

The RV Park Resort and Annexation project areas are situated in an area that has been designated and zoned for office use according to the *Nevada County General Plan* and *Zoning Ordinance*.

Except for the ±20-acre RV Park Resort project site, the project area has been largely built out with a mix of office uses and existing residential uses.

“Agricultural Land” is defined as prime farmland, farmland of statewide importance, or unique farmland, as defined by the *United States Department of Agriculture Land Inventory* and monitoring criteria, as modified for California.

The RV Park Resort property has been used for PG&E equipment storage and overflow parking associated with the Nevada County Fairground events. No agricultural operations or forestry lands have existed on the project site for many years as defined according to the *U.S. Department of Agriculture*. Although, the property contains trees, the project site does not fall under the definition of forest lands as defined by *Public Resources Code Section 12220(g)*.

IMPACTS

- a)&b) The RV Park Resort and Annexation sites are designated as “*Urban and Built-up Land*” as defined according to the *U.S. Department of Agriculture*. As defined, “*Urban and Built-up Land* is used for residential, industrial, commercial, construction, institutional, and public administrative purposes. Highways and other transportation facilities are also mapped as a part of Urban and Built-up Land if they are a part of the surrounding urban areas.”

The *California Resources Agency farmland mapping program* does not identify the project site or vicinity as having Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The proposed project area has been designated for urban development zoned for office professional uses according to the *Nevada County’s General Plan and Zoning*.

Considering no farmland as defined by CEQA exists within the project area, the proposed project will not involve conversion of farmland or zoning for agricultural use, including any farmlands under Williamson Act Contract. No impact will occur.

- c)-e) As noted in the project setting above, the project will not conflict with existing zoning or cause the rezoning of forest land (as defined in *Public Resources Code Section 12220(g)*), timberland (as defined by *Public Resources Code Section 4526*), or timberland zoned timberland Production (as defined by *Government Code Section 51104(g)*).

Although, the RV Park Resort project is slated to remove ±24 trees from the site, the project will not result in the loss of forest land or conversion of forest land to non-forest uses as defined. Standard conditions of approval require the applicant to obtain an exemption (for less than 3-acre conversion) of a Timber Harvest Permit from the *California Department of Forestry and Fire Protection*.

Additionally, the applicant will be required to obtain a Tree Removal Permit from the City of Grass Valley in accordance with *Chapter 12.36 of the City’s Municipal Code*. Prior to removing trees, the City’s Tree Permit process requires mitigation for the loss of protected trees with payment of in-lieu fees or replanting on-site or combination thereof. Based upon the preliminary landscape plan, the applicant is proposing to mitigate the loss of trees with replanting on-site. No impact will occur.

III. AIR QUALITY –

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:

- | | | | | |
|---|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in a cumulative considerable net increase in any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

SETTING

The project is located within the *Northern Sierra Air Quality Management District's (NSAQMD)* jurisdiction. The overall air quality in Nevada County is good but two known air quality problems exist, Ozone and Suspended Particulate Matter (PM-10). Nevada County is a "non-attainment" for both pollutants. PM-10 in Grass Valley meets federal ambient ozone standards but exceeds the more stringent State standards in the winter, primarily due to smoke created from wood stoves and fireplaces. Violations in the summer months have been noted during forest fires or periods of open burning. PM-10 is usually associated with dust generated during construction. Western Nevada County is a non-attainment area for the federal 8-hour ozone standard and the entire county is non-attainment for the state one-hour ozone standard.

The NSAQMD has adopted standard regulations and conditions of approval for projects that exceed certain air quality threshold levels to address and mitigate both short-and long-term air quality emissions. The NSAQMD has established the below thresholds of significance for PM-10 and the precursors to ozone, which are reactive organic gases (ROG) and nitrogen oxides (NOx). The NSAQMD has developed a three-tiered approach to significance levels A through C: A project with emissions meeting Level A thresholds require the most basic mitigations; projects with projected emissions in the level B range requiring more extensive mitigations; and those projects which exceed Level C thresholds, requiring an Environmental Impact Report to be prepared, which may result in even more extensive mitigations.

IMPACTS

- a) The RV Park Resort and Annexation Project does not conflict with or obstruct implementation of an air quality plan prepared by NSAQMD. No impact will occur.
- b-c) The project will be required to comply with NSAQMD standard threshold regulations and air quality mitigations and therefore will not result in a cumulative considerable net increase in any pollutant for which the project region is non-attainment under applicable federal or state ambient air quality standards.

No impacts will occur for the Annexation areas 1 – 3 considering no development is proposed for these areas.

Initial construction of the RV Park Resort will impact air quality. Construction-related emissions vary substantially depending on the level of construction activity, length of the construction period, specific construction operations, types of equipment, number of personnel, wind, precipitation conditions, and soil moisture content. In its developed condition as a transient recreational use, air pollutant emissions would be generated by, but not limited to emissions from proposed firepits, energy emissions from the operation of natural gas-or propane fueled water and space heating systems, and area source emissions from the use of consumer products, RVs, gas appliances, gas-powered landscaping equipment, and vehicle exhaust of residents and guests.

Energy use emissions are generated by on-site natural gas and propane consumption for space and water heating and cooling. Area source emissions are generated by landscape maintenance equipment, consumer products, and architectural coatings. Finally, stationary source emissions are generated by the operation of portable generators.

Operational emissions include mobile source emissions, energy use emissions, and area source emissions. Mobile source emissions are generated by motor vehicle trips to and from the project site associated with operation of the project. Project trip generation rates used in *CalEEMod* were taken from the *Traffic Impact Analysis prepared by K.D. Anderson and Associates* for the RV Resort project. The TIA provides an average daily trip (ADT) generation rate of 2.7 ADT per space. Considering 150 RV spaces and 15 glamping spaces, resulting in 165 spaces total, the RV Resort project would generate an estimated 446 ADT. However, to account for a representative vehicle fleet that would reasonably generate the estimated vehicle trips for the proposed project, 1 motorhome vehicle trip and 1.7 passenger vehicle trips were assumed to be generated for each space. Therefore, the RV Resort project was assumed to generate an estimated 165 motorhome vehicle trips and 281 passenger vehicle trips per day.

In review of the project, the *California Emission Estimator Model (CalEEMod) Version 2016.3.2*, emissions modeling program was used to estimate air pollutant emissions associated with The RV Park Resort and Annexation project. CalEEMod quantifies construction emissions associated with the use of off-road equipment, on-road worker commute, construction delivery and haul trucks, and application of architectural coatings. The software calculates construction emissions by construction phase based primarily on anticipated equipment (e.g., graders, dozers, forklifts),

hours of use, estimated area of disturbance, number of vehicles, and distance of vehicle trips. According to *CalEEMod* modeling results, air quality impacts for both construction and long-term operational (occupancy) phases would be less than significant for all regulated air pollutants. That is, the daily emissions are all below the Level B thresholds adopted by NSAQMD as quantified in **Table 2**:

TABLE 2 – Project Construction and Operational Emissions Estimates

	ROG (lbs/day)	NOx (lbs/day)	PM ₁₀ (lbs/day)	CO (lbs/day)
Project Construction Impacts	20.65	75.6	25.15	70.2
Project Operational Impacts	62.76	11.29	20.05	92.56
Level A Thresholds				
NSAQMD- Significance Thresholds	ROG (lbs/day)	NOx (lbs/day)	PM ₁₀ (lbs/day)	N/A
	<24 lbs/day	<24lbs/day	<79lbs/day	
Level B Thresholds				
Maximum Project Emissions	ROG (lbs/day)	NOx (lbs/day)	PM ₁₀ (lbs/day)	N/A
	24-136 lbs/day	24/136 lbs/day	79-136 lbs/day	
Level C Thresholds				
Maximum Project Emissions	ROG (lbs/day)	NOx (lbs/day)	PM ₁₀ (lbs/day)	N/A
	>136 lbs/day	>136 lbs/day	>136 lbs/day	

According to the *Air Quality and Greenhouse Gas Technical Report prepared by Millennium Planning and Engineering updated July, 2021*, the RV Park Resort project would not involve the operation of land uses identified in *California Air Resources Board's (CARB's) Air Quality and Land Use Handbook: A Community Health Perspective*, such as a landfill, distribution center, industrial manufacturing facility, or wastewater treatment plant which would reasonably be expected to result in a potentially significant impacts to nearby sensitive receptors from typical operations such as heavy-duty trucking or industrial chemical processes. Therefore, the RV Park Resort project is not anticipated to result in operations which could expose sensitive receptors to substantial concentrations of toxic air pollutants.

As shown in **Table 2** daily emissions generated by construction and operation of the proposed project would not exceed the thresholds of significance in the NSAQMD Guidelines. As a result, the proposed project would not result in potentially significant air quality impacts and would not conflict with or obstruct implementation of the NSAQMD air quality plan and standards. Moreover, the proposed RV Park Resort project would not violate the thresholds of significance established by NSAQMD for ozone precursors and PM₁₀, the two criteria pollutants which the region is classified as non-attainment.

Construction emissions are temporary in nature but have the potential to represent a significant short term air quality impact. Operation of off-road construction equipment and vehicles, mobile sources (e.g. delivery vehicles, construction worker vehicles), and architectural coatings generate PM, Nox, and ROG emissions. Generation of these emissions are a function of the types and number of heavy-duty and off-road equipment used and the intensity and frequency of their operation, as well as vehicle trips per day associated with delivery of construction materials, the

importing and exporting of soil, vendor trips, and worker commute trips, and the ROG concentration of architectural coatings. Fugitive dust emissions are also among the pollutants of greatest concern during construction activities and depend greatly on required operations, number and type of vehicles, vehicle speeds, local soil and weather conditions, and extent of site disturbance.

Construction of the RV Resort project would involve demolition, site preparation, grading, excavation, paving, and architectural coating activities using typical construction equipment. As previously discussed, the RV Resort project would be required to implement District Rule 226, Dust Control, which includes reducing vehicle speeds on unpaved roads to no more than 15 miles per hour and regular watering of disturbed areas as necessary to reduce fugitive dust emissions. Therefore, the construction emission estimates contained herein incorporate the implementation of these dust control measures. While emission estimates demonstrate that no emissions would exceed NSAQMD significance thresholds, the RV Resort project would include earthwork activities within 1,000 feet of a sensitive receptor (i.e. residential use). Therefore, in accordance with District Rule 226, recommended Mitigation Measure AQ 1 has been imposed.

Although construction and operation of the proposed project would not exceed NSAQMD significance thresholds, NSAQMD's standard mitigation measures for projects with Level B thresholds are imposed thereby minimizing project emissions to an acceptable level. Such conditions are considered appropriate to apply to the proposed project to promote maintenance of air quality in the region. The standard mitigations recommended by NSAQMD are consistent with goals of *State Implementation Plans* for the District.

AQ 1 – Mitigation Measures:

Prior to the issuance of grading permits, the project applicant shall include in the General Notes and/or Grading Plan, provisions for Dust Control, including the following conditions:

- 1. The applicant shall be responsible for ensuring that all adequate dust control measures are implemented in a timely manner during all phases of project development and construction. All material excavated, stockpiled, or graded shall be sufficiently watered, treated, or covered to prevent fugitive dust from leaving the property boundaries and causing a public nuisance or a violation of an ambient air standard. Watering should occur at least twice daily, with complete site coverage.*
- 2. All areas with vehicle traffic shall be watered or have dust palliative applied as necessary for regular stabilization of dust emissions.*
- 3. All on-site vehicle traffic shall be limited to a speed of 15 miles per hour on unpaved roads.*
- 4. All land clearing, grading, earthmoving, or excavation activities shall be suspended as necessary to prevent excessive windblown dust when winds are expected to exceed 20 miles per hour.*
- 5. All inactive portions of the development site shall be covered, seeded, or watered until a suitable cover is established. Alternatively, the applicant may apply City-approved nontoxic soil stabilizers (according to manufacturer's specifications) to all inactive construction areas (previously graded areas which remain inactive for 96 hours) in accordance with the local grading ordinance.*
- 6. All material transported off-site shall be either sufficient watered or securely covered to prevent public nuisance, and there must be a minimum of 6 inches of freeboard in the bed of the transport vehicle.*
- 7. Paved streets adjacent to the project shall be swept or washed at the end of the day, or more frequently, if necessary, to remove excessive or visibly raised accumulations of dirt and/or mud which may have resulted from activities at the project site.*

8. Prior to final occupancy, the applicant shall re-establish ground cover on the site through seeding and watering in accordance with the City's grading ordinance.

AQ – 2 Mitigation Measure:

Restrictions on Generator Use – Portable generators used on-site shall be limited to the 15 glamping sites only and shall not exceed 10 horsepower. Prior to the issuance of a certificate of occupancy, the applicant shall include in the General Notes and/or Site Plan the location and contents of signage which would convey the prohibition of portable generators used at sites that provide full hook ups. Signage located on the site for this purpose shall include a phone number where visitors may call to report a violation of this restriction. The applicant shall provide the City with documentation, to the City's satisfaction, which demonstrates that the project would prohibit the use of portable generators at sites providing full hook ups during visitor check in and facility patrols, as applicable.

AQ – 3 Mitigation Measure:

Vehicles used on-site shall not idle for greater than 5 minutes at any time or location. Prior to the issuance of certificate of occupancy for the project, the applicant shall include in the General Notes and/or Site Plan the location and contents of signage which convey the restriction of vehicle idling to no greater than 5 minutes at any time or location. Signage location on the site for this purpose shall include a phone number where visitors may call to report a violation of this restriction. The applicant shall provide the City with documentation, to the City's satisfaction, which demonstrates that the project would prohibit idling for greater than 5 minutes at any time or location.

The nearest sensitive receptors (i.e. residential uses) are located ± 1000 feet to the north, west and south of the RV Park Resort property. Impacts of developing the RV Park Resort project site will result from initial construction and long-term operation of the RV Park Resort facility. Initial construction-related air pollutant emissions would originate from mobile and stationary sources including but not limited to construction equipment exhaust, dust resulting from earth-disturbance, painting, and asphalt and/or concrete paving.

Areas with high vehicle density, such as congested intersections and parking garages, which occur during Nevada County Fair events, have the potential to generate high localized concentrations of carbon monoxide, or CO hotspots, which can adversely affect sensitive receptors. It should also be stated that due to the RV Park Resort project's proximity to the Nevada County Fairgrounds, which provide recreation opportunities for RV Park Resort patrons during fair events, an increase in pedestrian traffic crossing McCourtney Road may occur, potentially resulting in increased idling emissions from existing vehicle traffic along McCourtney and Old Auburn Roads. However, when this circumstance occurs, it would not result in a substantial amount of additional vehicle emissions but would be generated by existing vehicle traffic along McCourtney and Auburn Roads and not vehicle traffic generated by the RV Park Resort project. Moreover, this occurrence would be most likely to occur during large events hosted by the Nevada County Fairgrounds and would not constitute regular conditions imposed by the RV Park Resort project.

In addition, no physical obstructions or roadway configurations exist on McCourtney and Old Auburn Roads, which may restrict the flow of resultant CO emissions, such as the freeway overpass or tunnel. Due to the RV Park Resort project not violating established emission thresholds or constituting land uses typically associated with toxic air pollution generation and

the absence of physical roadway features which may contribute to the generation of a CO hotspot, the RV Park Resort project would not result in the exposure of sensitive receptors to substantial pollutant concentrations.

Since operational emissions would be in accordance with accepted thresholds and construction-related emissions would be short-term, with implementation of NSAQMD's recommended mitigation measures, the proposed project's emissions are not anticipated to expose sensitive receptors to substantial pollutant concentrations. Therefore, impacts are anticipated to remain less than significant with implementation of standard NSAQMD's mitigation measures for Level B projects as noted below. Therefore, this impact is considered less than significant.

- d) The RV Park Resort includes odor generating uses such as a dog park, restrooms and showers, coin laundry, pool, hot tub and a BBQ area with outdoor kitchen facilities. Refuse collection stations (dumpsters) have the potential to create odors; however, the refuse enclosures would be emptied on a weekly basis and include lids to contain odors and spillage. The refuse enclosures are located at designated areas throughout the project site, and one sewer dump station would be located in the southern portion of the project site, near the southern site entrance. Access to the RV Park Resort site would be restricted to future patrons and employees; therefore, the garbage and sewer dump facilities would not be used by the general public.

Moreover, operation of the project would involve food preparation activities, smoke from firepits, sewage deposits from RV reservoirs, bathroom and laundry room use and garbage collection. Odors generated from food preparation activities, firepit smoke, RV dump station, bathroom and laundry room use and garbage collection would not likely result in a public nuisance occurrence as odors would be localized and would not be anticipated to be detected at the nearest existing residences north of the project site. Odors generated by these activities could be detected by future patrons of the RV Resort project; however, future patrons would not be considered long-term receptors as the RV Park Resort constitutes transient lodging. Additionally, the most potent odors potentially generated by the RV Park Resort project are sewage and garbage odors, which are limited due to the refuse locations within the site. For instance, the garbage collection dumpsters are located in the interior of the project site, spread out among the project site at each access. The sewage dump station would additionally be located near the southern entrance to the project site, ±800 feet from the closest receptor. Therefore, the RV Park Resort project would not constitute a land use that is typically associated with substantial odor generation and would not introduce new long-term odor receptors which may be exposed to existing odor sources. These potential impacts are less than significant.

IV. BIOLOGICAL RESOURCES –

Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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Would the project:

IV. BIOLOGICAL RESOURCES –

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect state or federally protected wetlands. (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SETTING

The RV Park Resort and Annexation project area are located within sites that have been mostly developed. As an example, the RV Park Resort site is covered in gravel and has been used for both PG&E vehicle parking as well as parking for events at the adjacent Nevada County Fairgrounds. Previous annual grasslands that once dominated the subject parcel are now covered under gravel so very little vegetation remains within the RV Park Resort project site except for a few small patches of annual grasslands and an area dominated by ponderosa pine within the western/southwestern section of the project area. The northwestern section of the project area contains the NID canal and adjacent potential wetlands. The project areas are also adjacent to/nested within fragmented Mixed Conifer Forest habitat. Directly north, south and west of the project area contains road development as well as rural residential development containing large areas of wooded and grassland habitats. To

the east, commercial, industrial, and residential development occur closer towards the City of Grass Valley.

The RV Park Resort property is located at approximately 2,450 feet above Mean Sea Level (MSL). The parcel is relatively flat ranging between 2,425 in the western area adjacent to the NID canal to 2,465 along the southern border along Auburn Road. In general, the project site slopes towards the northwest within the far western section of the parcel and from the east to west within the eastern section of the parcel towards the center of the project where a swale area crosses the subject parcel from north to south. In general, the western section of the parcel contains gravel slopes slightly towards the east where the swale crossed the parcel. The Nevada County Fairgrounds is located to the west, CHP to the north and southeast are generally larger parcels that contain open space and rural residential development.

IMPACTS

- a) No biological impacts will occur with the north-half of Annexation area 1 and Annexation areas 2 and 3 as no development is occurring.

A Biological Resources Inventory and Resource Management Plan was prepared by Greg Matuzak dated August 2019 for the project. As part of the Biological Resources Inventory, potential California Department of Fish and Wildlife (CDFW) and United States Army Corps of Engineers jurisdiction was assessed.

The purpose of the Biological Resource Inventory is to identify the location and extent of sensitive biological resources within the Project area, including special-status plant and wildlife species, and the presence of drainage/stream/wetland features that could potentially meet the Corps criteria as "Waters of the United States", including wetlands, pursuant to *Section 404 of the Clean Water Act (CWA)*. In addition, the Biological Resources Inventory includes an assessment of streams within the project area that could be under the jurisdiction of the *California Department of Fish and Wildlife (CDFW) Code Section 1600 et. seq.*

In order to evaluate the project area for the presence of any sensitive biological resources, baseline information from databases and reporting for similar projects in the City of Grass Valley and Nevada County was collected and reviewed prior to conducting reconnaissance-level field biological surveys for the project area. The database searches, background research, and habitat level field surveys characterized the baseline conditions. Based on the baseline conditions, an assessment was implemented to determine if any special status plant or wildlife species have the potential to use the project area at any time during their life cycle. The baseline conditions also identified the presence of any sensitive habitat or communities and if they were previously identified in the project area.

According to the *Biological Resources Inventory and Resource Management Plan* potential impacts to sensitive species, streams, wetlands and trees were evaluated as follows:

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. The database searches did reveal ten (10) species, including Scadden Flat checkerbloom, Pine Hill Flannelbush, Stebbins' morning-glory, brownish-beaked rush, chaparral sedge, dubious pea, coast horned lizard, foothill yellow-legged frog, Townsend's big-eared bat, and California black rail that have previously been identified within 3 miles of the project area. None of these species were observed during field surveys. In addition, there is no Designated Critical Habitat (DCH) for any plant or wildlife species protected by USFWS within 3 miles of the project area.

Given the disturbed site conditions and previous vegetation removal (placing gravel throughout most of the site) and the general lack of soil and habitat types for special-status plant species previously recorded within 3 miles of the project area, there is a very low potential for such species to occur within 3 miles of the project area. In addition, besides the potential for raptor and *Migratory Bird Treaty Act* (MBTA) protected species to nest within the forested habitat located within the western section of the project area, no other special status wildlife species have the potential to occur within or directly adjacent to the project site, including Townsend's big-eared bat, coast horned lizard, California black rail, and foothill yellow-legged frog. There is also not suitable aquatic habitat within the project area suitable for sensitive aquatic and amphibian species. Therefore, this potential impact is less than significant.

- b-c) The project area does contain wetland vegetation immediately downslope of the NID canal located in the far western section of the project area. The NID canal is void of vegetation and thus does not contain any riparian or wetland vegetation. The area previously identified by *EcoSynthesis* (2002) as "probable wetlands possibly supported by leakage from the NID ditch" is still the area containing potential wetlands. A map is attached as **Attachments 2 & 3 - Wetland Map** showing the habitats as previously mapped by *EcoSynthesis* (2002), including the areas of potential wetlands within the western section of the project area. The wetland habitat within the NID canal loop is dominated by Himalayan blackberry and also contains soft rush and other graminoids. Large amounts of broom and other non-native annual grassland species are present within the potential wetland area and in higher numbers within the upland areas adjacent to the NID canal.

A previous estimate of the area containing the existing NID loop within the northwestern corner of the project area included a total of ± 1.4 acres of the subject parcel. Within the ± 1.4 acres the NID canal loop was estimated that the "probably wetland" is approximately ± 0.5 acres of the area. In general, the NID canal loop area and potential wetlands mapping previously completed has not significantly changed over the last 15 years.

The RV Park Resort project area does not include any ponds or natural streams; however, the area adjacent to the NID canal contains potential wetlands that would most likely be identified as "waters of the U.S." by the U.S. Army Corps criteria for being jurisdictional wetlands and regulated under the *Clean Water Act* (CWA). The RV Park Resort project does not include disturbance or encroachment upon or impact to the potential wetlands within the northwestern corner of the project area. However, the proposed glamping campsites, which are located in the western section of the project area are located within ± 100 feet of both the NID canal and the potential wetlands. Therefore, a *Resource Management Plan prepared by Greg Matuzak dated August 2019*, has also been developed for the glamping campsites, access, and restrooms within the 100-foot non-disturbance buffer upslope of an NID canal. The NID canal will be encased in an

underground pipe that could result in temporary impacts within the area that are considered potential wetlands. However, the following Mitigation Measure would reduce potential wetland impacts to a less than significant impact.

BIO – 1 Mitigation Measure:

Prior to the issuance of a grading permit, the applicant shall prepare an Aquatic Resources Delineation Report (mapping and reporting on existence of “waters of the U.S.” including wetlands). If any “waters of the U.S.”, including wetlands would be filled by the encasement of the NID canal, then Clean Water Act (CWA) permits would need to be obtained prior to filling any “waters of the U.S. including wetlands.

BIO – 2 Mitigation Measure:

Disturbance of areas within 100 feet of the NID canal shall include measures to minimize potential impacts to the NID canal and potential wetland vegetation adjacent to the NID canal. These measures are intended for inclusion into the proposed development within the non-disturbance buffers during and after construction to minimize direct and indirect impacts to water quality during and following construction. This will be accomplished by implementing the following during and following construction:

1. Limit construction to periods of extended dry weather and the dry summer season.
2. Establishing the area around the active stream channel as Environmentally Sensitive Area (ESA) where those area will not be impacted by construction or thereafter.
3. No fill or dredge material will enter or be removed from the NID canal or wetlands during construction and thereafter.
4. Use appropriate machinery and equipment to limit disturbance in this area.
5. Placement of soil erosion control devices (such as wattles, hay bales, etc.) between the NID canal and the areas to be graded and developed to limit potential runoff and sedimentation into the NID canal and adjacent wetlands.
6. No dewatering of the NID canal will occur as part of the proposed construction or thereafter.
7. Implement the following Best Management Strategies during and following construction including but not limited to:
 - a. Minimize the number and size of work areas for equipment and spoil storage sites in the vicinity of the stream. Placing staging areas and other work areas outside of the 100-foot non-disturbance buffers within the northwest corner of the property.
 - b. The contractor shall exercise reasonable precaution to protect the NID canal and wetlands as well as adjacent non-disturbance buffers from pollution with fuels, oils, and other harmful materials. Construction byproducts and pollutants such as oil, cement, and wash water shall be prevented from discharging into or near these resources and shall be collected for removal off the site. All construction debris and associated materials and litter shall be removed from the work site immediately upon completion.
 - c. No equipment for vehicle maintenance or refueling shall occur within the 100-foot non-disturbance buffers. The contractor shall immediately contain and clean up any petroleum or other chemical spills with absorbent materials such as sawdust or kitty litter. For other hazardous materials, follow the cleanup instructions on the label.
 - d. Exposed bare soil along the NID canal embankment, linking the 100-foot non disturbance buffers to the NID canal and adjacent wetlands should be protected against loss from erosion by the seeding of an erosion control mixture and restored with native grasses and mulching. Non-native species that are known to invade wild lands, such as orchards grass, velvet grass, rose clover, winter and spring vetch, and wild oaks should not be used as they displace native species.

- e. *The applicant shall distribute copies of these mitigation measures and permit requirements to the contractors prior to grading and construction within the non-disturbance buffers. All contractors shall be completely familiar with the mitigation measures contained above and with the terms and conditions of all permits.*
- d) Known migratory deer ranges outlined in the *Nevada County General Plan* were reviewed for deer migration corridors, critical range, and critical fawning areas. The project is not located in any know major deer corridors, known deer holding areas, or critical deer fawning area. Per the *Migratory Deer Ranges Nevada County General Plan Map*, the project area is located in an area of Potential Deer Winter Range. The field survey did not record any observations of deer. The project area does not contain any known major deer migration corridors, known deer holding areas, nor critical deer fawning areas.

There is a moderate potential for nesting raptors and other nesting migratory bird species protected under the *Migratory Bird Treaty Act (MBTA)* to occur within and adjacent to the project area. The project area represents potential habitat for bird species protected under the MBTA, such as tree nesting species (raptors) and ground nesting species like the spotted towhee and dark-eyed junco. However, active and inactive nests within and adjacent to the proposed areas to be developed were not identified during field surveys. If development within the project area is to occur during the nesting season for raptors and ground nesting MBTA protected birds, a pre-construction survey should be conducted. If development activities pose a risk to nest abandonment prior to the fledging of young from such nests, implementation of the below mitigation measure, would reduce these potential impacts to a less than significant impact.

BIO - 4 Mitigation Measure:

If construction or development activities occur during the nesting season (February 1-through August 30) a pre-construction nesting bird survey shall be completed by a qualified biologist, within 250 feet of any potential nesting migratory birds and raptors habitat. If nesting raptors or migratory birds are identified during surveys, active nests should be avoided, and a no disturbance or destruction area shall be established by a qualified biologist and kept in place until after the nesting season or a wildlife biologist determines that the young have fledged. The extent of these buffers would be determined by a wildlife biologist and would depend on the special-status species present, the level of noise or construction disturbance, line of sight between the nest and the disturbance, ambient levels of noise and other disturbances, and other topographical or artificial barriers. These factors should be analyzed to make an appropriate decision on buffer distances. Vegetation clearing or tree removal outside of the breeding season for such bird species would not require the implementation of avoidance, minimization, or additional conditions.

- e) Based upon site specific surveys, the project area does not contain any landmark oak trees that will be removed or disturbed by the project nor does the project support landmark groves with a 33% canopy cover comprised of native oak and other hardwood species. There are a few native oak trees within the project site; however, only a single California black oak tree is close to the required ± 36 inch or greater diameter at breast height to be protected as a mapped landmark tree. The single potential landmark oak tree will be protected as part of the project site planning as no development will occur within the dripline of the large oak tree located adjacent to the proposed bioretention area. Protective fencing shall be placed around the large oak tree during

construction to minimize encroachment into the dripline of the tree and thus limiting any potential to disturb the tree. No landmark groves were identified within or adjacent to the project area given the native vegetation is dominated by ponderosa pine and annual grasslands. Therefore, the development of the project area would have no impact on protected oak resources.

Prior to removing trees from the RV Park Resort property, the applicant shall be required to obtain a Timber Harvest Permit from CalFire and a Tree Permit in accordance with *Chapter 12.36 of the City Municipal Code*. The Tree Permit shall be approved by the City of Grass Valley Public Works Department prior to or concurrently with approval of improvement plans for the project. No tree removal or grading shall occur until such time a tree permit has been approved and/or any Biological Mitigation has been satisfied. Mitigation for the removal of trees shall be completed in accordance with *Chapter 12.36.085 of the City's Municipal Code*. Trees to be preserved on-site shall also be shown on the improvement plans and protective fencing shall be installed prior to any grading activities. The fencing shall be in accordance with *12.36.200 of the City's Municipal Code*. As a result of the City's tree permitting and tree protection requirements, these potential impacts are considered less than significant.

- f) The property has been slated for urban development according to the *Nevada County General Plan and City of Grass Valley 2020 General Plan*. The project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No impact will occur

V. CULTURAL RESOURCES –

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

TRIBAL CULTURAL RESOURCES –

Would the project:

Would the project 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:

- | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| d) 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)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set for the in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

SETTING

According to the *Cultural Resources Inventory prepared by Sean Michael Jensen, M.A., dated July 2019*, disturbance to the ground surface is generally substantial throughout the Area of Potential Effect (APE) for both the RV Park Resort and Annexation areas. Examination of the Aerial (1947, 1998, 2005, 2009, 2010, & 2014) and quadrangle maps (1950, 1953, 1954, 1962, 1968, 1976, 1984, 1995, 2002, 2012, & 2015) for the APE provides a clear history of the property during the past seven decades. Both the USGS quadrangles and the aerial photos depict the Allison Ranch Canal proceeding though the northwestern corner of the present APE.

Historically, as far back as at least 1947, most of the RV Park Resort property has been open livestock pasture. Evidence of recent gravel placement on the property was observed, and evidence of a recent fire was observed within the furthest western portion of the APE. Additional disturbances to the property, and adjacent lands, include placement of both buried and overhead utilities, as well as road construction and ongoing maintenance. One of the utilities observed within the APE during both the present survey and the 2002 survey of the property is the Allison Ranch Canal. Consistent with the 2002 findings, the canal represents a contemporary, asphalt-lined domestic water supply feature. Regardless, the canal is owned by NID, is situated within an easement, and will not be impacted by the proposed development.

IMPACTS

- a) Based upon specific findings of the Cultural Resources Survey and Cultural Inventory, no significant historical resources, or unique archeological resources are located within the APE. No impact will occur.
- b) No evidence of prehistoric use or occupation was observed within the APE. The absence of such use or occupation might best be explained by more subtle habitation settings at nearby locales, as well as the significant degree of disturbance to which the entire property has been subjected. The project will not directly or indirectly destroy a unique archaeological resource or site. No impact will occur.

- c-e) Existing records of the *North Central Information Center (NCIC)* document that all of the present APE had been subjected to previous architectural investigation, and that no prehistoric or historic-era sites had been documented within the APE. Further, no evidence of historic use or occupation was observed within the APE.

Consultation was undertaken with the *Native American Heritage Commission (NAHC)* regarding sacred land listings for the property. An information request letter was delivered to the NAHC on July 29, 2019. The NAHC responded with a letter dated June 25, 2019, indicating that a search of their Sacred Lands files returned negative results.

Consultation was also conducted with the *United Auburn Indian Community (UAIC)* in accordance with AB 52. Considering the fill on the property coupled with the findings of the Cultural Resources Inventory Survey prepared for the project, AB 52 Consultation was not initiated. However, additional ground disturbing activities associated with implementation of the proposed project could potentially disrupt, alter or eliminate as-yet undiscovered archaeological sites, potentially including Native American remains. However, the following mitigation measures recommended for Inadvertent Discoveries for both tribal cultural resources and human remains for the project would reduce potential impacts to a less than significant impact:

CUL 1 – Mitigation Measure:

Inadvertent Discoveries – If potential tribal cultural resources (TCRs), archaeological resources, or other cultural resources are encountered, work shall cease within 100 feet of the find (based on the apparent distribution of cultural resources) and a qualified cultural resources specialist and UAIC representative will assess the significance of the find and make recommendations for further evaluation and treatment as necessary. 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, returning objects to a location within the project area where they will not be subject to future impacts. The Tribe does not consider curation of TCR's to be appropriate or respectful and request materials not be permanently curated, unless requested by the Tribe.

If adverse impacts to tribal cultural resources, unique archaeology, or other cultural resources occurs, then consultation with UAIC and other traditionally and culturally affiliated Native American Tribes regarding mitigation contained in Public Resources Code sections 21084.3(a) and (b) and CEQA Guidelines section 15370 should occur.

CUL 2 – Mitigation Measure:

Inadvertent Discoveries – In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. The coroner shall make his or her determination within two working days from

the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains.

If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact by telephone within 24 hours, the Native American Heritage Commission in accordance with Section 5097.98 of the Public Resource Code.

VI. ENERGY –

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SETTING

Electricity and natural gas are the two primary forms of energy used in the City of Grass Valley and are provided by *Pacific Gas and Electric (PG&E)*. Grass Valley has already implemented programs that have resulted in or will lead to benefits in the form of energy efficiency, renewable energy, and water efficiency.

Energy conservation standards for new residential and commercial buildings were originally adopted by the *California Energy Resources Conservation and Development Commission* in June 1977; have been updated periodically since and have been updated again last year (*Title 24, Part 6 of the California Code of Regulations*). In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods.

In July 2008, the *California Building Standards Commission* adopted the nation's first green building standards. The *California Green Building Standards Code* (Part II, Title 24) was adopted as part of the *California Building Standards Code* (Title 24, *California Code of Regulations*). Part 11 establishes voluntary standards on planning and design for sustainable site development, energy efficiency (in excess of California Energy Code requirements), water conservation, material conservation, and internal air contaminants.

IMPACTS

a)&b) The RV project is subject to compliance with *Title 24* energy efficiency standards and *Green Building Codes* adopted by the City of Grass Valley. Approved building plans will be in accordance with Title 24 and Green Building Standards for energy efficiency standards. The project will not conflict with or obstruct a state or local plan for renewable energy or energy

efficiency. Due to the Green Building recycling and Title 24 energy provisions, these impacts are considered less than significant.

No development is proposed for the Annexation Project areas; however, any future development shall be in compliance with Title 24 energy efficiency standards and Green Building Codes. These impacts are considered less than significant.

VI. GEOLOGY AND SOILS –

Would the project:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

ii) Strong seismic ground shaking?

iii) Seismic-related ground failure, including liquefaction?

iv) Landslides?

b) Result in substantial soil erosion or the loss of topsoil?

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 off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

d) Be located on expansive soil, as defined in the Building Code, creating substantial risks to life or property?

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 waste water?

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SETTING

Nevada County is part of the Sierra Nevada Range, a geologic block approximately 400 miles long and 80 miles wide which extends in a north-south bank along the eastern portion of California. The terrain of Nevada County is distinctly characterized by two features of the Sierra Nevada. The

western third of the county is comprised of rolling foothills which form a transition between the low-lying Sacramento Valley and the mountains to the east. The area extending from the Yuba County line to just northeast of Grass Valley/Nevada City area is generally comprised of metavolcanic (Mesozoic Jura-Trias Metavolcanic) and granite (Mesozoic Granitic) formations.

Grass Valley is not within an Alquist-Priolo zone as defined in DMG Special Report 42 (DMG 1997). However, ground movement can be felt in Grass Valley from earthquakes at intermediate distances (i.e. the Truckee earthquake of 1968) and from distant earthquakes (i.e. Winters-Vacaville 1892 event).

IMPACTS

- a) Based on the *California Geologic Survey Open File Report 96-08 (Probabilistic Seismic Hazard Assessment for the State of California)* the project lies within the Foothills Fault System which is known to have low seismicity and a low rate of recurrence. There is a 10% probability that the site will experience a horizontal ground acceleration of 0.1 g to 0.2 g in the next 50 years. According to the *"Fault Rupture Hazard Zones in California"* (1997 edition of the *California Geological Survey Special Publication 43*) which describes active faults and fault zone activity within 11,000 years, this site is not located within an Alquist-Priolo active fault zone.

Liquefaction describes a phenomenon in which cyclic stresses produced by ground shaking induce excess pore water pressures in cohesionless soils. These soils may thereby acquire a high degree of mobility leading to damaging deformations. In general, this phenomenon only occurs below the water table, but after liquefaction has developed, it can propagate upward into overlying, non-saturated soil as excess pore water pressure. Liquefaction susceptibility under a given earthquake is related to the gradation and relative density characteristics of the soil, the in-situ stresses prior to ground motion, and the depth to water table, as well as other factors.

Prior to developing within the project area, grading and building permits shall be obtained from the City's Community Development Department. Compliance with the project geotechnical report, grading and building codes will assure that potential impacts are less than significant.

- b) Lincoln & Long, Engineers performed a field investigation on August 12, 2019. As per the recommendations, the subgrade preparation should be performed after the construction areas have been properly cleared and stripped. Subgrade soil in areas to receive engineered fill, foundations, concrete slabs-on-grade or pavements should be scarified to a minimum depth of 12 inches; moisture conditioned to about 2 to 4 percent above the laboratory optimum value, and compacted to the recommendations. Prepared soil subgrades should be non-yielding when proof-rolled by fully loaded water truck or equipment of similar weight.

Subgrade preparation should extend a minimum of 5 feet beyond the outermost limits of the proposed building areas and any adjoining exterior flatwork. For exterior flatwork not connected to buildings and for pavement areas, subgrade preparation should extend at least 2 feet beyond the limits of exterior flatwork or pavements. After the subgrades have been prepared, the areas may be raised to design grades by placement of engineered fill.

Additionally, the laboratory test results suggest the moisture content of the surface and near-surface soil was slightly above the anticipated optimum moisture content of soil. However, in the spring and early summer it could be well above optimum moisture content of soil. Therefore, drying back of the soil should be anticipated to achieve proper compaction and stability. The grading contractor should be aware of the possibility of this requirement.

As noted in the Geotechnical Engineering Report prepared for the project, provided the recommendations of the Geotechnical Report are followed, the project will not result in substantial soil erosion or the loss of topsoil. These impacts are less than significant.

- c) The risk of lateral spreading from landslides and liquefaction is low in Grass Valley. The site resides in a low seismic zone, and site geology consists of stiff/dense native soils and decomposing rocks. These impacts are considered less than significant.
- d) According to the Geotechnical Report prepared by Lincoln and Long Engineers, the proposed buildings can be supported on continuous or isolated spread footings bearing in competent native soil or compacted fill. Reinforcement of all continuous footings with at least three #4 rebar 3 inches from the bottom of the footing is required. Reinforcement of any isolated footing should be reviewed and confirmed by the project structural engineer. If foundations are designed in accordance with the geotechnical recommendations, the project will not have impacts related to expansive soils. These impacts are considered less than significant.
- e) The project will be connected to Nevada Irrigation District water lines and City of Grass Valley utilities for sewer. Therefore, this potential impact is not applicable. No impact will occur.
- f) The project is not located on property that contains unique paleontological resources or site or unique geologic features. No impact will occur.

VII. GREENHOUSE GASES –

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Generate Greenhouse emissions, either directly or indirectly, that may have a significant impact on the environment. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with any applicable plan, policy or regulation of any agency adopted for the purpose of reducing the emissions of greenhouse gases. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

SETTING

The City of Grass Valley has not conducted a greenhouse gas emissions inventory or adopted a Climate Action Plan, performance standards, or a GHG efficiency metric.

However, the City has adopted an *Energy Action Plan* and the *Grass Valley 2020 General Plan* includes numerous goals, policies, and programs which, if implemented, will reduce Grass Valley's impacts on global climate change and reduce the threats associated with global climate change to the City. CEQA Guidelines Section 15064.4 provides direction to lead agencies in determining the significance of impacts from GHG emissions. Section 15064.4(a) calls on lead agencies to make a good faith effort, based upon available information, to describe, calculate or estimate the amount of GHG emissions resulting from a project. The lead agency has the discretion to determine, in the context of a particular project, how to quantify GHG emissions.

Greenhouse gasses (GHG) include gases that can affect the earth's surface temperature. The natural process through which heat is retained in the troposphere is called the greenhouse effect. The greenhouse effect traps heat in the troposphere through a process of absorbing different levels of radiation. GHG are effective in absorbing radiation which would otherwise escape back into space. Therefore, the greater the amount of radiation absorbed, the greater the warming potential of the atmosphere. GHG are created through a natural process and/or industrial processes. These gases include water vapor (H₂O), carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), Perfluorocarbons (PFCs) and sulfur hexafluoride (SF₆).

Since 2005, the California legislature adopted several bills, and the Governor signed several Executive Orders, in response to the impacts related to global warming. Assembly Bill 32 states global warming poses a serious threat to California and directs the Air Resources Board to develop and adopt regulations that reduce GHG emissions to 1990 levels by the year 2020. Senate Bill 97 requires an assessment of projects GHG emissions as part of the CEQA process. SB 97 also required the *Office of Planning and Research* to develop guidelines to analyze GHG emissions.

The NSAQMD has not adopted thresholds of significance for GHG emissions. Due to the nature of global climate change, it is not anticipated that a single project would have a substantial impact on global climate change. Although it is possible to estimate a project's emissions, it is not possible to determine whether or how an individual project's relatively small incremental contribution might translate into physical effects on the environment.

IMPACTS

a)&b) Calculating the Greenhouse Impacts on an individual project is difficult to qualify or quantify. The GHG emissions from the proposed project would not individually generate GHG emissions enough to measurably influence global climate change. However, ongoing occupancy and operation of the Grass Valley RV Resort would result in a net increase of CO₂ and other greenhouse gas emissions due to vehicle miles traveled, energy use, and solid waste disposal. However, as a recreational use in proximity to services, vehicle miles traveled are anticipated to be reduced. According to the *CalEEMod* program results enumerated in the Air Quality section of the Initial Study, the following quantified air quality impacts are anticipated with the proposed for the RV Park Resort project.

As noted, the Annexation project entails no development, therefore no greenhouse impacts are associated with the Annexation areas:

Table 2 – Project Construction and Operational Emissions Estimates

	ROG (lbs/day)	NOx (lbs/day)	PM ₁₀ (lbs/day)	CO (lbs/day)
Project Construction Impacts	20.65	75.6	25.15	70.2
Project Operational Impacts	62.76	11.29	20.05	92.56
Level A Thresholds				
NSAQMD- Significance Thresholds	<24 lbs/day	<24lbs/day	<79lbs/day	N/A
Level B Thresholds				
Maximum Project Emissions	24-136 lbs/day	24/136 lbs/day	79-136 lbs/day	N/A
Level C Thresholds				
Maximum Project Emissions	>136 lbs/day	>136 lbs/day	>136 lbs/day	N/A

As noted in the Air Quality Section of this Initial Study, the above impacts are within the acceptable level of impacts as viewed by the NSAQMD. In addition, the following project components and California Green Building Code requirements apply to the proposed recreational project:

- Projects with an aggregate landscape area equal to or greater than 500 square feet shall comply with either a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent.
- Toilets and showers shall be low flow.
- All exterior lighting shall be high efficacy and be controlled by a manual on/off switch.
- All high efficacy light fixtures shall be certified as "high-efficacy" light fixtures by the California Energy Commission.
- The office/community center shall be constructed in accordance with Title 24 Energy Standards.
- No portable generators shall be used for the RV sites with full hook-ups.
- All new woodburning devices shall be EPA-certified to the latest standards.
- As a transient recreational project, in proximity to services, reduced Vehicle Miles Traveled (VMT) are anticipated to be reduced than otherwise would have occurred.

The above CA Green Building Code requirements coupled with the analysis and conditions of approval in the Air Quality Section of this Initial Study, will assure that Greenhouse Gas impacts remain less than significant.

VIII. HAZARDS AND HAZARDOUS MATERIALS –

Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous

Potentially Significant Impact Less Than Significant With Mitigation Incorporation Less Than Significant Impact No Impact

☐ ☐ ☒ ☐

materials?

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

SETTING

Based upon a search of the *Nevada County's Environmental Health Department's* website, the proposed project site is not listed in any database of hazardous materials sites. Hazardous materials stored and used onsite and on surrounding properties would be associated with common construction and household chemicals used. However, these chemicals are purchased legally and do not constitute a health hazard.

The Grass Valley City Fire Department responds to all calls for emergency services within City limits that include, but are not limited to fires, emergency medical incidents, hazardous materials incidents, public assists, traffic and vehicle accidents and other situations. The City's closest fire station is located on Sierra College Drive, which is staffed 24 hours a day. This station is located just over ±3 miles from the project site.

In the Grass Valley area, industrial and commercial facilities that use, store, or dispose of hazardous materials present the greatest potential hazards. A search of available environmental records conducted indicates that the project site is not listed as a hazardous materials site and no listed sites occur within an ASTM standard distance radius.

IMPACTS

a&b) The proposed project does not involve an activity that may create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. No impact will occur.

c&d) The proposed project does not involve an activity that will emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

The property is not listed on the City's Hazardous Waste Site or Nevada County's Contaminated Sites lists. In addition, staff conducted a record search on the *State's Geotracker*, *Envirostor* and *Department of Conservation websites* and found no evidence of abandoned mine or hazardous waste sites in the project vicinity. These potential impacts are less than significant.

e) The project site is located approximately 4 miles (as the crow flies) from the Nevada County Airport. As required by the Public Utilities Code, the Airport Land Use Commission adopted the *Nevada County Airport Land Use Compatibility Plan*. The compatibility plan's purpose is to promote compatibility between the airport and surrounding land uses with respect to height (e.g. height of structures), safety (e.g. number of persons per acre), and noise (e.g. noise sensitive land uses). According to the Nevada County Airport Land Use Compatibility Plan, the project site is located outside of the area of influence. This potential impact is less than significant.

f&g) The project will not impair implementation of or physically interfere with an emergency response plan or emergency evacuation plan. No impact will occur.

The Grass Valley region has a generally high potential for wildland fires of devastating intensity. This is due to the presence, particularly in less urban settings, of heavier timber, woodland and brush, the occurrence of steep slopes, dry weather conditions and human activity. Generally vegetative areas over 8% slope are considered as fire hazardous (*City of Grass Valley GP*).

Existing City standards for the development provide adequate access, fire flows, and other facilities to maintain an appropriate level of fire protection. Specifically, the project is required to comply with the *California Building Code* and *California Fire Code*. Based upon these standards, the project is not anticipated to expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fire. This impact is less than significant.

IX. HYDROLOGY AND WATER QUALITY –

Would the project:

Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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IX. HYDROLOGY AND WATER QUALITY –

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Result in substantial erosion or siltation on or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? or,	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SETTING

The project site is located within the Wolf Creek drainage basin in the Bear River Watershed. The Bear River Watershed covers an area of 300 square miles and is situated between two larger watersheds, the Yuba to the north and the American to the south. The Bear River watershed is a part of the larger Sacramento River Hydrologic Region, and the City also falls within the *Mountain Counties Hydrologic region overlay zone* (DWR 2011).

The South Fork of Wolf Creek and Little Wolf Creek drain the eastern and southern portion of the City and discharge into Wolf Creek in the central Grass Valley area. Wolf Creek tributaries located within the City include French Ravine, Rhode Island Ravine, Slide Ravine, Murphy Hill, Matson Creek, South Fork Wolf Creek, Little Wolf Creek, Unnamed Ravine, Woodpecker Ravine and Olympia Creek.

The properties are located in Flood Zone X (Areas determined to be outside the 500-year flood plain) according to the *Flood Insurance Rate Map for the County of Nevada, Map No. 06057C0629E dated February 3, 2010*.

IMPACTS

- a) As noted on the grading plans, a total of $\pm 24,823$ cubic yards are anticipated to be excavated with fill accounting for $\pm 19,198$ cubic yards resulting in an excess of $\pm 5,625$ cubic yards to be utilized for on-site landscaping. The proposed project will require a grading permit to be issued by the City of Grass Valley, Public Works Division pursuant to the City's Grading Ordinance. The City's Grading Ordinance requires specific measures to address erosion and the introduction of construction materials into surface waters. In addition, Section 402(p) of the Clean Water Act requires *National Pollutant Discharge Elimination System (NPDES)* storm water permitting to be approved by the *Regional Water Quality Control Board* for projects disturbing over 1 acre. The following standard mitigation measures requiring a grading permit and NPDES permit from the RWQCB will reduce potential impacts to a less than significant level:

HY/WQ 1 – Mitigation Measures:

1. *Prior to the issuance of a grading permit, the applicant shall submit a Storm Water Pollution Prevention Plan (SWPPP) to the City for acceptance, file a Notice of Intent with the California Water Quality Control Board and comply with all provisions of the Clean Water Act. The applicant shall submit the Waste Discharge Identification (WDID) number, issued by the state, to the City of Grass Valley Engineering Division.*
 2. *Prior to the issuance of a grading permit, a detailed grading, permanent erosion control and landscaping plan shall be submitted for review and approval by the Engineering Division prior to commencing grading. Erosion control measures shall be implemented in accordance with the approved plans. Any expenses made by the City to enforce the required erosion control measures will be paid by deposit.*
- b) Treated water is available and will be provided by Nevada Irrigation District (NID). There is an 8-inch main water line within McCourtney Road and a 12-inch ductile iron water main within Old Auburn Road. Tie-in(s) to the water main are anticipated off of Old Auburn Road and will be coordinated with NID. Irrigation water will be provided by NID via the existing canal on the southwest portion of the property. A portion of the canal onsite is proposed to be encased prior to the construction of Phase 3 to avoid conflicts between development of the open ditch canal. NID modeling identified a total of 500 gpm from their existing system. Offsite upgrades to NID's water infrastructure is not financially feasible for the RV Park Resort project for fire suppression. Accordingly, the project is proposing to supplement fire flow via an approximate ± 60 foot wide by ± 180 -foot-long pond area. The pond will be required to be deep enough to accommodate 1,500 gpm for a 2-hour duration in accordance with City of Grass Valley Fire Department standards. This impact is less than significant.
- c) *Millennium Planning & Engineering prepared a preliminary drainage study dated December 2019, to support design of the proposed drainage system. The project includes an office/community center, bathrooms, driveways, RV pads and sidewalks.*

The project has been designed to comply with *City of Grass Valley Design Standards* for regulated projects. Runoff from impervious surfaces will be directed into multiple bioretention treatment systems and underground retention chambers that are sized to capture and treat the 24-hour storm throughout the site.

Drainage systems have been designed to convey 24-hour storm events and mitigate any potential runoff increases as outlined in the City of Grass Valley standards. The proposed project is not anticipated to require additional drainage improvements for the site beyond those outlined in the preliminary drainage study and shown on the project plans.

Drainage plans have been prepared in accordance with the City of Grass Valley engineering standards. The project is anticipated to eliminate any existing overland release drainage that is occurring presently on the project site, which may be beneficial when compared to the existing drainage patterns occurring. This impact is considered less than significant.

- d) The developed portion of the property is not within an area of the 100-year flood plain according to FEMA Map panel number 06057C0629E dated February 3, 2010.

The project will not expose people or structures to a significant risk of loss and is not subject to inundation by seiche, tsunami, or mudflow. No impact will occur.

- e) The project will contribute additional storm water into the existing drainage improvements constructed on the project site. These improvements include drainage facilities located along the north westerly property line with curb and gutter improvements to be installed along the property frontages.

A preliminary drainage report has been prepared and the project has been designed to comply with the City of Grass Valley Design Standards for regulated projects (all projects that create and/or replace 5,000 square feet or more of impervious surface).

As noted above, the City's Grading Ordinance requires specific measures to address erosion and the introduction of construction materials into surface waters. In addition, Section 402(p) of the Clean Water Act requires National Pollutant Discharge Elimination System (NPDES) storm water permitting to be approved by the Regional Water Quality Control Board for projects disturbing over 1 acre as noted above. As a result, the project is not anticipated to degrade water quality. No impact will occur.

X. LAND USE AND PLANNING —

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- 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? ☐ ☐ ☐ ☒

SETTING

The RV Park Resort ±20-acre project site is a office professional parcel surrounded by residential and commercial uses to the north, rural residential uses to the south and east. The Nevada County Fairgrounds and CHP are located to the west and north respectively.

The 25-acre annexation areas are developed with a mix of commercial and residential uses.

The City of Grass Valley 2020 General Plan Land Use Map (updated February 2007) identifies the property and area as slated for Office Professional uses (OP). A Pre-zone of the properties by the City has not been undertaken.

To implement the Office Professional (OP) General Plan land use designation, A Pre-zone of Corporate Business Park (CBP) is proposed for the 20-acre RV Park property identified as part of Annexation Area 1. A Pre-zone of the properties is proposed to the Neighborhood Center (NC-Flex) Zone for approximately half of Annexation Area 1 and all of Annexation Areas 2 and 3. No development is proposed for these properties. The NC-Flex Zone designation is to promote the vitality of corridors and centers within different neighborhoods. The NC-Flex Zone allows medium/high density housing near mixed-use centers to help support the centers and the walkability of neighborhoods. The Zone also allows residential and commercial on ground floors and anticipates that frontages are likely to vary (between 0 feet and 12 feet) by specific area based on existing conditions.

IMPACTS

- a) The project site is surrounded by urban development to the north and east consisting of CHP and professional offices. The Nevada County Fairgrounds is located to the west. Accordingly, the project site is developed on three sides. Although, not considered “infill” development per the CEQA Guidelines, the project is surrounded by existing development and will not physically divide an established community. This impact is considered less than significant.
- b) Multiple 2020 General Plan policies, goals and objectives support mixed-use development, infill development and additional recreational opportunity/facilities in the City, including, but not limited to:
- 2-LUG - Promote infill development as an alternative to peripheral expansion where feasible.
 - 3-LUG - Reduction in the amount of land necessary to accommodate future growth.
 - 4-LUG - Reduction in environmental impacts associated with peripheral growth.
 - 6-LUG - Promote a jobs/housing balance within the Grass Valley region in order to facilitate pleasant, convenient and enjoyable working conditions for residents, including opportunities for short home to work journeys.
 - 9-LUG - Coordinate peripheral development with the County General Plan and appropriate entities currently providing services in the Planning Area.

25LUO – Optimization of service delivery and land use decision making.

26-LUO – Avoidance of land use and inter-jurisdictional conflict.

Development of the property will not divide an established community or conflict with any applicable land use plan, policy or regulation. The project is in accordance with the City's Corporate Business Park (CBP) and NG-3 Zoning designations. No impact will occur.

XI. MINERAL RESOURCES –

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SETTING

The City of Grass Valley adopted a *General Plan Mineral Management Element (MME)* on August 24, 1993. The MME contains four resource areas defined as: MRZ – 1 through MRZ – 4. The designations are described as follows:

MRZ – 1: Areas where adequate information indicates that no significant mineral deposits are present.

MRZ – 2: Areas where adequate information indicates that significant mineral deposits are present or where it is judged that there is a high likelihood for their presence.

MRZ – 3: Areas containing mineral deposits, the significance of which cannot be evaluated from available data.

MRZ – 4: Areas where available information is inadequate for assignment to any other MRZ zone.

IMPACTS

a)&b) The *General Plan Mineral Management Element* does show the site as being near an area classified as having significant mineral deposits. The project properties are located near one of the two areas identified in the *Mineral Management Element (MME)* as being targeted for mining conservation. However, should mining activities be proposed in the area, the MME includes a policy statement that requires a proposed mine project to address potential impacts on the urban uses based upon the nature of the mining activities. According to the MME, the proposed project is not anticipated to result in the loss of availability of a known mineral resource or locally known minimal resource. No impact will occur.

XII. NOISE—

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or as applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generate excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SETTING

An *Environmental Noise & Vibration Assessment* was prepared by *Bollard Acoustical Consultants, Inc. (BAC, Inc.)* dated December 20, 2019. The purpose of the Noise & Vibration Assessment is to quantify the existing noise and vibration environments, identify potential noise and vibration impacts resulting from the project, identify appropriate mitigation measures, and provide a quantitative and qualitative analysis of impacts associated with the project. Specifically, impacts are identified if project-related activities would cause a substantial increase in ambient noise or vibration levels at existing noise-sensitive uses in the project vicinity. An impact would also be identified if project-generated noise or vibration levels would exceed applicable City of Grass Valley standards at existing noise-sensitive uses in the project vicinity.

Noise is generally defined as loud, unpleasant, unexpected, or undesired sound that disrupts or interferes with normal human activities. Although exposure to high noise levels over an extended period has been demonstrated to cause hearing loss, the principal response to noise is annoyance.

Sound intensity is measured in decibels (dB) using a logarithmic scale. For example, a sound level of 0 dB is approximately the threshold of human hearing, while normal speech has a sound level of approximately 60 dB. Sound levels of approximately 120 dB become uncomfortable sounds.

Two composite noise descriptors are in common use today: Ldn and CNEL. The Ldn (Day-Night Average Level) is based upon the average hourly noise level over a 24-hour day, with a +10-decibel weighting applied to nighttime (10:00 p.m. to 7:00 a.m.) noise values. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were subjectively twice as loud as daytime exposures. The CNEL (*Community Noise Equivalent Level*), like Ldn, is based upon the weighted average hourly noise over a 24-hour day, except that an additional +4.77 decibel penalty is applied to evening (7:00 p.m. to 10:00 p.m.) hours. The CNEL was developed for the *California Airport Noise Regulations* and is normally applied to airport/aircraft noise

assessments. The Ldn descriptor is a simplification of the CNEL concept, but the two will usually agree, for a given situation, within 1dB. Like the noise levels, these descriptors are also averaged and tend to disguise short-term variations in the noise environment. Because they presume increased evening or nighttime sensitivity, these descriptors are best applied as criteria for land uses where nighttime noise exposures are critical to the acceptability of the noise environment, such as residential developments.

Noise sensitive land uses are generally defined as locations where people reside or where the presence of unwanted sound could adversely affect the primary intended use of the land. Places where people live, sleep, recreate, worship, and study are generally considered to be sensitive to noise because intrusive noise can be disruptive to these activities.

The noise-sensitive land uses which would potentially be affected by the project consist of residential uses. Specifically, existing residential uses are located to the north, east and west of the project site. The Nevada County Fairgrounds and a California Highway Patrol facility are located to the west and east of the project site, respectively, which typically would not be considered noise-sensitive uses.

Vibration is like noise in that it involves a source, a transmission path, and a receiver. While vibration is related to noise, it differs in that noise is generally considered to be pressure waves transmitted through air, while vibration is usually associated with transmission through the ground or structures. As with noise, vibration consists of an amplitude and frequency. A person's response to vibration will depend on their individual sensitivity as well as the amplitude and frequency of the source. Vibration can be described in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration in terms of velocity in inches per second peak particle velocity (IPS, PPV) or root-mean-square (VdB, RMS). Standards pertaining to perceptions as well as damage to structures have been developed for vibration in terms of peak particle velocity as well as RMS velocities.

As vibrations travel outward from the source, they excite the particles of rock and soil through which they pass and cause them to oscillate. Difference in subsurface geologic conditions and distance from the source of vibration will result in different vibration levels characterized by different frequencies and intensities. In all cases, vibration amplitudes will decrease with increasing distance. The maximum rate or velocity of particle movement, is the commonly accepted descriptor of the vibration "strength."

Human response to vibration is difficult to quantify. Vibration can be felt or heard well below the levels that produce any damage to structures. The duration of the event has the effect on human response, as does frequency. Generally, as the duration and vibration frequency increases, the potential for adverse human response increases.

According to the *Transportation and Construction-induced Vibration Guidance Manual* (Caltrans June 2004), operation of construction equipment and construction techniques generate ground vibration. Traffic traveling on roadways can also be a source of such vibration. At high enough amplitudes, ground vibration has the potential to damage structures and/or cause cosmetic damage. Ground vibration can also be a source of annoyance to individuals who live or work close to vibration-

generating activities. However, traffic rarely generates vibration amplitudes high enough to cause structural or cosmetic damage.

IMPACTS

- a) During project construction, heavy equipment would be used for grading excavation, paving and building construction, which would increase ambient noise levels when in use. Noise levels would vary depending on the type of equipment used, how it is operated, and how well it is maintained.

Noise exposure at any single point outside the project work area would also vary depending upon the proximity of equipment activities to that point. The property lines of the nearest existing residential uses are located approximately 60 feet away from where the construction activities would occur on the project site.

Equipment used for the project and the dBA for each type of equipment includes:

In accordance with the City's Municipal Code, construction activities will be temporary in nature and will occur between normal working hours of 7:00 a.m. to 6:00 p.m. Monday through Friday and not at all on Sunday and legal holidays.

Equipment Type	dBA at 50 feet
Backhoe	84 dBA
Excavator	81 dBA
Generator	81 dBA
Jackhammer	89 dBA
Paver	77 dBA
Pickup Truck	75 dBA
Pneumatic Tools	85 dBA

According to the State's General Plan Guidelines and City General Plan Noise Element, noises which are generally less than ± 65 dB CNEL are acceptable for outdoor residential uses taking into account that any building impacted would be of normal conventional construction without any special noise insulation requirements. As noted, acceptable noise levels are determined using the *Community Noise Equivalent Level (CNEL)*.

Based upon the equipment noise levels, worst-case on-site project construction equipment noise levels at the property lines of the nearest existing residential uses located 40 feet away are expected to range from approximately 78 to 92 dB. Considering the distance to sensitive receptors and the type of equipment used for the project, it is anticipated that construction noise will intermittently exceed ± 65 dB, during the working hours from 7:00 a.m. to 7:00 p.m. However, based upon the temporary and fluctuating nature of construction noise and the following mitigation measure, construction noise would be reduced to a less than significant level.

NOISE 1 - Mitigation Measures:

The following measures shall be incorporated into the project construction operations:

- Construction shall be limited to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday. No construction shall occur on Saturdays, Sundays or legal holidays.*
- All noise-producing project equipment and vehicles using internal-combustion engines shall be equipped with manufacturers-recommended mufflers and be maintained in good working order.*

- c. *All mobile or fixed noise-producing equipment used on the project site that are regulated for noise output by a federal, state, or local agency shall comply with such regulations while in the course of project activity.*
- d. *Electrically powered equipment shall be used instead of pneumatic or internal combustion-powered equipment, where feasible.*
- e. *Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive receptors.*
- f. *Project area and site access road speed limits shall be established and enforced during the construction period.*
- g. *Construction hours, allowable workdays, and the contact information of the job superintendent shall be clearly posted at all project entrances. Should a noise complaint be received, the appropriate parties shall investigate and take appropriate action.*

With development of the project, traffic volumes on the local roadway network will increase. Those increases in daily traffic volumes will result in a corresponding increase in traffic noise levels at existing uses located along those roadways. The *FHWA Model* was used with traffic data in the form of ADT volumes obtained from the project traffic consultants (*KD Anderson & Associates*) to predict project traffic noise level increases relative to Existing and Cumulative conditions.

Moreover, traffic data in the form of AM and PM peak hour movements for Existing and Existing Plus Project conditions in the project area roadway network were obtained from the project transportation impact analysis completed by *KD Anderson & Associates, Inc.* Average daily traffic (ADT) volumes were conservatively estimated by applying a factor of 5 to the sum of AM and PM peak hour conditions.

The primary on-site noise sources associated with the project have been identified as on-site vehicle circulation, RV/trailer air conditioning units, guest outdoor conversation and outdoor speakers (stereos) at RV and glamping sites, pool area activities, and noise levels generated at the dog park.

As a means of determining the noise levels due to on-site vehicle circulation at the proposed development, *Bollard Acoustical Consultants (BAC)* was utilized. BAC file data indicate that typical noise levels of passenger vehicle pass-bys are approximately 65 SEL dB (which is a rating, in decibels, of a discrete event, such as an aircraft flyover or train passby, that compresses the total sound energy of the event into a 1-s time period) at a distances of 50 feet. BAC file data also indicate that medium sized vehicles, such as recreational vehicles, are approximately 76 SEL dB at a distance of 50 feet.

The project is proposing to develop 150 RV sites and 15 glamping sites. For the purposes of this analysis, it was conservatively assumed that half of all RV and glamping sites could empty and filled in any given "worst-case hour" of on-site vehicle circulation (75 RV sites, 8 glamping sites). It was further assumed that the project site would receive the highest amount of circulation during daytime hours (100% of worst-case hour), half as much circulation during evening hours (50% of worst case hour), and the fewest amount of circulation during nighttime hours (25% of

worst-case hour). Based on these assumptions, the following worst-case hour of on-site vehicle pass-bys were conservatively applied in this analysis.

1. Daytime hours: 75 RV/trailer pass-bys, 8 glamping site vehicle pass-bys.
2. Evening hours: 37 RV/trailer pass-bys, 4 glamping site vehicle pass-bys.
3. Nighttime hours: 19 RV/trailer pass-bys, 2 glamping site vehicle pass-bys.

Using the reference noise levels and assumptions provided above and assuming standard spherical spreading loss (-6 dB for doubling distance), on-site vehicle circulation noise exposure at the nearest existing residential uses was calculated and the results of those calculations are presented in Table 3. Based on the proposed on-site vehicle circulation route design, not all of the nearest existing residential uses to the project would receive the same amount of vehicle pass-by.

The results presented in Table 3 take this information into consideration. As indicated in Table 3, noise levels from worst-case on-site vehicle circulation are predicted to satisfy applicable City of Grass Valley General Plan daytime, evening and nighttime noise level limits at the nearest residential uses. Further, worst-case on-site vehicle circulation noise exposure is predictable to be below measured ambient daytime and evening noise levels at the nearest existing residential uses.

Table 3 – Predicted On-site Truck Circulation Noise Levels at the Nearest Existing Residential Uses

APN ¹	Distance from Vehicle Lane (ft) ²	Predicted Noise Level, (dB)						Applicable County Noise Standards ³					
		Daytime		Evening		Nighttime		Daytime		Evening		Nighttime	
		L _{eq}	L _{max}	L _{eq}	L _{max}	L _{eq}	L _{max}	L _{eq}	L _{max}	L _{eq}	L _{max}	L _{eq}	L _{max}
007-400-007	95	53	60	50	60	47	60						
007-400-008	95	53	60	50	60	47	60	61	75	58	77	53	69
007-420-004	120	51	58	48	58	45	58						
007-420-003	120	48	58	45	58	42	58						
007-420-002	320	39	50	38	50	33	50	56	74	60	65	60	60
007-420-001	220	25	53	22	53	19	53						
007-360-008	215	26	53	23	53	19	53						
007-430-016	120	31	58	28	58	25	58	53	65	50	63	45	60
¹ Parcel boundaries are illustrated on Figure 1.													
² Distances measured from the center the nearest on-site vehicle circulation lane to the property lines of the nearest existing residential uses.													
³ Applicable noise levels based upon measured ambient conditions from BAC ambient noise level surveys.													
Source: Bofford Acoustical Consultants, Inc. (2019)													

Because project on-site vehicle circulation noise level exposure is predicted to satisfy the applicable City of Grass Valley General Plan noise level limits, and because noise levels from on-site vehicle circulation are not predicted to significant increase ambient noise levels at existing sensitive uses, this impact is less than significant.

Recreational Vehicle AC unit noise levels would occur as a result of the RV Park. The primary noise sources associated with recreational vehicles and/or trailers are the air conditioning units.

To quantify the noise levels generated from recreation vehicle air-conditioning units, BAC utilized reference noise level measurement data obtained from the Advanced RV Research Facility conducted noise level testing of four common high output (15,000 BTU) recreational vehicle air-conditioner units. The test results indicate that the measured noise levels of the four units ranged from 63 to 72 dBA at a distance of 4 feet in front of the unit. Based on the results from this research, a reference noise level of 68 dBA at a distance of 4 feet (median of range) was used in the prediction of project recreational vehicle air-conditioning equipment noise levels.

Using the air-conditioning unit reference noise level data, and assuming standard spherical spreading loss (-6dB per doubling of distance), data were projected from the nearest RV site to the property lines of the nearest existing residential uses. The results of those projections are summarized in Table 4:

Table 4 – Predicted Air-Conditioning Unit Noise Levels from Nearest RV Sites

APN ¹	Distance from Closest RV Parking Space (ft) ²	Predicted Noise Level, (dB) ³	Applicable County Noise Standards ⁴					
			Daytime		Evening		Nighttime	
		Leq/Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax
007-400-007	85	41						
007-400-008	110	39	61	75	58	77	53	69
007-420-004	70	43						
007-420-003	70	43						
007-420-002	275	31	55	74	50	66	50	60
007-420-001	400	28						
007-360-008	475	27						
007-430-016	490	26	53	65	50	63	45	60

¹ Parcel boundaries are illustrated on Figure 1.
² Distances measured from center of nearest RV site to the property lines of the nearest existing residential uses.
³ Predicted recreational vehicle air-conditioning unit noise levels utilize a reference noise level of 68 dBA at 4 feet.
⁴ Applicable noise levels based upon measured ambient conditions from BAC ambient noise level surveys.
Source: *Bollard Acoustical Consultants, Inc. (2019)*

The results presented in Table 4 take into consideration the elevated positions of the recreational vehicle air-conditioning units (located on the roofs of vehicles). In addition, given the elevation of the project site and vicinity (approximately 2,500 feet) and associated climate (warm days with cool evenings), it is unlikely that recreational vehicle air-conditioning units would be in operation during nighttime hours (10:00 p.m. to 7:00 a.m.).

In addition to the prediction of recreational vehicle air-conditioning unit noise levels from the nearest RV site to the closest residential uses, the cumulative noise exposure from the closest five RV's operating their air-conditioning systems concurrently was estimated. In order to approximate the cumulative noise exposure from the operation of five air-conditioning units in simultaneous operation, distances were scaled from the effective noise center of the nearest five RV sites to the property lines of the nearest existing residential land uses. The results of that analysis are summarized in Table 5:

Table 5 – Predicted Cumulative Air-Conditioning Unit Noise Exposure from Nearest Sites

APN ¹	Distance from Noise Center of 5 Closest RV Parking Spaces (ft) ²	Predicted Noise Level, (dB) ³	Applicable County Noise Standards ⁴					
			Daytime		Evening		Nighttime	
		Leq/Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax
007-400-007	90	48						
007-400-008	160	43	61	76	58	77	53	69
007-420-004	80	49						
007-420-003	80	49						
007-420-002	270	38	65	74	50	65	50	60
007-420-001	410	35						
007-360-008	490	33						
007-430-016	500	33	53	65	50	63	45	60

¹ Parcel boundaries are illustrated on Figure 1.
² Distances measured from the effective noise center of the 5 nearest RV sites to the property lines of the nearest existing residential uses.
³ Predicted cumulative recreational vehicle air-conditioning unit noise levels utilize a reference noise level of 78 dBA at a distance of 4 feet (5 units in simultaneous operation, based on a reference noise level of 1 unit of 68 dBA at 4 feet).
⁴ Applicable noise levels based upon measured ambient conditions from BAC ambient noise level surveys.
Source: Bollard Acoustical Consultants, Inc. (2019)

As indicated in Tables 4 and 5, air-conditioning unit noise levels from RV sites at the nearest existing residential uses are predicted to satisfy the applicable City of Grass Valley General Plan daytime, evening, and nighttime noise level limits. Further, the noise exposure from the use of air-conditioning units at RV sites is predicted to be below measured ambient daytime, evening, and nighttime noise levels at the nearest existing residential land uses.

Because noise level exposure from the use of air-conditioning units at RV sites is predicted to satisfy the applicable City of Grass Valley General Plan noise level limits, and because air conditioning unit noise levels from the RV sites are not predicted to significantly increase ambient noise levels at existing sensitive uses, these impacts are less than significant.

In order to quantify noise levels generated from outdoor guest conversation at RV and glamping sites, BAC utilized reference file data for persons speaking in normal voices (normal voice = 57dB per person at 3 feet). For the purposes of this analysis, it was conservatively assumed that four people would be occupying each RV or glamping site, and that 50% of the guests at each site would be conversing simultaneously. Using the reference noise level and assumption indicated above, and assuming standard spherical spreading loss (-6 dB per doubling of distance), data was projected from the nearest RV or glamping site to the property lines of the nearest existing residential uses. The results of those projections are summarized in Table 6:

Table 6 – Predicted Guest Outdoor Conversation Noise Levels from Nearest RV or Glamping Sites

APN ¹	Distance from Nearest Site (ft) ²	Predicted Noise Level, (dB)		Applicable County Noise Standards ³					
		Leq	Lmax	Daytime		Evening		Nighttime	
				Leq	Lmax	Leq	Lmax	Leq	Lmax
007-400-007	90	28	38						
007-400-008	135	24	32	61	75	58	77	53	69
007-420-004	65	31	39						
007-420-003	65	31	39						
007-420-002	200	21	29	55	74	50	65	50	60
007-420-001	165	22	30						
007-360-008	165	22	30						
007-430-016	50	33	41	53	65	50	63	45	60

¹ Parcel boundaries are illustrated on Figure 1.
² Distances measured from center of nearest RV or glamping site to the property lines of the nearest existing residential uses.
³ Applicable noise levels based upon measured ambient conditions from BAC ambient noise level surveys.
Source: Bollard Acoustical Consultants, Inc. (2019)

In addition to the prediction of guest outdoor conversation noise levels from the nearest RV or glamping site to the closest residential uses, the cumulative noise exposure from the closest five RV or glamping sites conversing simultaneously was estimated. In order to approximate the cumulative noise exposure from five RV or glamping sites conversing simultaneously, distances were scaled from the effective noise center of those site to the property lines of the nearest existing residential uses. The results of that analysis are summarized in Table 7:

Table 7 - Predicted Cumulative Guest Outdoor Conversation Noise Exposure from Nearest 5 Sites

APN ¹	Distance from Noise Center of 5 Nearest Sites (ft) ²	Predicted Noise Level, (dB)		Applicable County Noise Standards ³					
		Leq	Lmax	Daytime		Evening		Nighttime	
				Leq	Lmax	Leq	Lmax	Leq	Lmax
007-400-007	90	35	43						
007-400-006	135	31	39	61	75	58	77	53	69
007-420-004	65	38	46						
007-420-003	65	38	46						
007-420-002	206	28	36	55	74	50	65	50	60
007-420-001	165	29	37						
007-360-008	150	30	38						
007-430-016	80	36	44	53	65	50	63	45	60

¹ Parcel boundaries are illustrated on Figure 1.
² Distances measured from effective noise center of nearest five RV or glamping sites to the property lines of the nearest existing residential uses.
³ Applicable noise levels based upon measured ambient conditions from BAC ambient noise level surveys.
Source: *Bollard Acoustical Consultants, Inc. (2019)*

As indicated in Tables 6 and 7, outdoor conversation noise levels from RV and glamping sites at the nearest existing residential uses are predicted to satisfy the applicable City of Grass Valley General Plan daytime, evening, and nighttime noise levels limits. Further, outdoor conversation noise exposure from RV and glamping sites is predicted to be below measured ambient daytime, evening, and nighttime noise levels at the nearest existing residential uses.

Because outdoor conversation noise level exposure from RV and glamping sites is predicted to satisfy the applicable City of Grass Valley General Plan noise level limits, and because outdoor conversation noise levels from those sites are not predicted to significantly increase ambient noise levels at existing sensitive land uses, this impact is less than significant.

It is possible that guests may have outdoor speakers at their RV or glamping sites. The loudness of an outdoor speaker is highly dependent on variable that include quality of sound system, volume level, directionality, and distance to a receiver. In addition, noise is highly subjective, and is dependent on how it is perceived. Due to the variability of sound system configurations, it is difficult to quantify guest outdoor speaker noise with reasonable levels of precision.

Depending on the speaker volume and distance, it is possible that noise levels from the use of outdoor speakers at RV and glamping sites could result in an exceedance of the applicable City of Grass Valley noise level limits at the nearest existing residential uses. Further, it is possible that speaker noise levels from those areas could be above ambient noise levels at those residential properties. As a result, this impact is considered to be potentially significant. However, the following mitigation measures would reduce this impact to a less than significant level.

NOISE 2 – Mitigation Measure:

The use of outdoor speakers/stereos/amplified music devices on the premises should be limited to daytime hours only (7:00 a.m. to 8:00 p.m.) and outdoor speakers/stereos/amplified music devices should not be audible at the property lines of the nearest residential dwelling.

NOISE 3 – Mitigation Measure:

Periodic checks shall be performed by facility management to ensure that outdoor speakers/stereos/amplified music devices are not audible at the property lines of the nearest existing residential uses. In addition, any complaints from nearby residents regarding speaker noise shall be addressed immediately by facility management.

To quantify the noise generated by activities at the pool area, BAC utilized noise level data obtained from BAC field measurements of a swimming facility (Cameron Park Community Center on April 15, 2016). According to BAC measurement data, swimming pool activity average and maximum noise levels are approximately 58 dB Leq and 63 dB Lmax at a reference distance of 30 feet. According to BAC field notes, the measurements included lap swim activities and children playing. Using the reference noise levels indicated above, and assuming standard spherical spreading loss (-6 dB per doubling of distance), data were projected from the proposed swimming pool area to the property lines of the nearest existing residential uses. The results of those projections are summarized in Table 8:

Table 8 – Predicted Swimming Pool Activity Noise Levels at the Nearest Existing Residential Uses

APN ¹	Distance from Pool Area (ft) ²	Predicted Noise Level, (dB) ³		Applicable County Noise Standards ⁴			
				Daytime		Evening	
		Leq	Lmax	Leq	Lmax	Leq	Lmax
007-400-007	215	41	46	61	75	58	77
007-400-008	180	42	47				

¹ Parcel boundaries are illustrated on Figure 1.
² Distances measured from swimming pool area to the property lines of the nearest existing residential uses.
³ Predicted swimming pool activity noise levels are based on reference noise levels of 58 dB Leq and 63 dB Lmax at a distance of 30 feet.
⁴ Applicable noise levels based upon measured ambient conditions from BAC ambient noise level surveys.
Source: Bollard Acoustical Consultants, Inc. (2019)

For the purposes of this noise analysis, it was reasonably assumed that project swimming pool area hours would be limited to daytime and evening hours (7:00 a.m. to 10:00 p.m.) and would not extend into the nighttime hours (10:00 p.m. to 7:00 a.m.).

Table 8 data indicates that noise levels from swimming pool area activities at the nearest existing residential uses are predicted to satisfy the applicable City of Grass Valley General Plan daytime and evening noise level limits. Further, pool area activity noise exposure is predicted to be below measured ambient daytime and evening noise levels at the nearest existing residential uses.

Because project swimming pool activity noise level exposure is predicted to satisfy the applicable City of Grass Valley General Plan noise limits and because noise levels from the swimming pool area are not predicted to significantly increase ambient noise levels at the existing sensitive land uses, this impact is less than significant.

To quantify noise levels associated with dog park activities, BAC utilized noise level data collected at existing dog parks (various sizes) and a boarding facility in the greater Sacramento area in recent years. According to BAC file data, dog park noise levels are approximately 50 dB Leq and 61 dB Lmax at a distance of 100 feet (including barking dogs). Using the reference noise levels indicated above, and assuming standard spherical spreading loss (-6 dB per doubling of distance), data were projected from the proposed dog park to the property lines of the nearest existing residential uses. The results of those projections are summarized in **Table 9**:

It should be noted that the reference noise levels utilized in this analysis are representative of dog parks of various sizes and a boarding facility (ranging from 10-50 dogs). Based on the size of the proposed dog park, it is estimated that the park could accommodate a maximum of 10-15 dogs at any given time (depending on animal size). Thus, the predicted dog park noise levels presented in **Table 9** are conservative.

As indicated in **Table 9**, noise levels from the proposed dog park at the nearest residential uses are predicted to satisfy the applicable City of Grass Valley General Plan daytime, evening, and nighttime noise level limits. Further, dog park noise exposure is predicted to be below measured ambient daytime, evening, and nighttime noise levels at the nearest residential uses.

Table 9 – Predicted Dog Park Noise Levels at Nearest Residential Uses

APN ¹	Distance from Dog Park (ft) ²	Predicted Noise Level, (dB) ³		Applicable County Noise Standards ⁴					
				Daytime		Evening		Nighttime	
		Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax
007-420-003	300	40	51						
007-420-002	260	42	53						
007-420-001	250	42	53	55	74	50	65	50	60
007-360-008	240	42	53						
007-430-016	170	45	56	53	65	50	63	45	60

¹ Parcel boundaries are illustrated on Figure 1.
² Distances measured from proposed dog park to the property lines of the nearest existing residential uses.
³ Predicted dog park noise levels utilize reference noise levels of 50 dB Leq and 61 dB Lmax at 100 feet.
⁴ Applicable noise levels based upon measured ambient conditions from BAC ambient noise level surveys.
Source: *Bollard Acoustical Consultants, Inc. (2019)*

Because project dog park noise level exposure is predicted to satisfy the applicable City of Grass Valley General Plan noise level limits and because noise levels from the project dog park are not predicted to significantly increase ambient noise levels at existing sensitive uses, this impact is less than significant. Although this impact is less than significant, the following recommendations are provided to reduce potential for adverse public reaction to noise generated by barking dogs at the proposed dog park:

1. Dog Park hours shall be limited to daytime and evening hours (7:00 a.m. to 10:00 p.m.).
2. Signs should be posted for dog owners to take action when their dog barks.
3. Dogs which are incessant barkers shall not be allowed at the park.

4. Any complaints from nearby residents regarding barking dogs shall be addressed immediately by facility management.
- b) During construction, heavy equipment would be used for grading, excavation, paving, and building construction, which would generate localized vibration in the immediate vicinity of the construction. The nearest existing sensitive uses are residential structures located approximately 60 feet from construction activities which would occur within the project site. Table 10 includes the range of vibration levels for equipment commonly used in general construction projects at a distance of 25 feet. Table 10 data also include predicted equipment vibration levels at the nearest exiting residences to the project site located approximately 60 feet away.

Table 10 - Vibration Source Levels for Construction Equipment and Predicted Levels at 60 feet

Equipment	Maximum PPV (inches/second) ¹	
	Maximum PPV at 25 Feet ²	Predicted PPV at 60 Feet
Hoe ram	0.089	0.024
Large bulldozer	0.089	0.024
Caisson drilling	0.089	0.024
Loaded trucks	0.076	0.020
Jackhammer	0.035	0.009
Small bulldozer	0.003	0.001
¹ PPV = Peak Particle Velocity		
² Reference vibration level obtained from the Federal Transit Administration (FTA), Transit Noise and Vibration Impact Assessment Manual (2018).		

As indicated in Table 10, vibration levels generated from on-site construction activities at the nearest exiting residences are predicted to be well below the strictest Caltrans thresholds for damage to residential structures of 0.30in/sec PPV. Therefore, on-site construction within the project area would not result in excessive ground borne vibration levels at nearby existing residential uses.

Because vibration levels due to the proposed project will satisfy the applicable Caltrans ground borne impact vibration criteria at the nearest existing residential uses, this impact is considered less than significant.

It is the experience of BAC that operations associated with RV park facilities do not typically have equipment that generates appreciable vibration. In addition, it is our understanding that the project does not propose on-site equipment that will produce appreciable vibration. Lastly, vibration levels from passenger vehicle and RV/trailer passbys are not expected to generate vibration amplitudes high enough to cause structural or cosmetic damage.

Because vibration levels due to and upon the proposed project are expected to be below the strictest Caltrans thresholds for damage to structures and thresholds for annoyance at sensitive receptors, this impact is less than significant.

- c) As the crow flies, the project is located approximately 4 miles from the City of Grass Valley Municipal Airport. Due to the distance from the Nevada County Airport, noise impacts associated with the airport are not significant. These impacts are considered less than significant.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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XIII. POPULATION AND HOUSING –

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 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)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

SETTING

The land use designation for the project sites is Office Professional (OP) with an Office Professional Zoning designation according to the *Nevada County General Plan*. The *City of Grass Valley 2020 General Plan* also designates the property as Office Professional. To implement the OP designations, a pre-zone of the RV Park Resort property to the Corporate Business Park (CBP) is proposed.

With exception of extension of the sewer line from Brighton Road to the RV Park Resort property, the project is served by existing utilities including sewer, water, electric, gas and storm drainage.

IMPACTS

- a) Sanitary sewer will be provided by City of Grass Valley upon annexation. The closest tie-in to the City's sewer system is approximately $\pm 2,000$ feet from the site, near the Brighton Street/McCourtney Road intersection. The sewer along this segment of roadway will be extended to serve the RV Park Resort. A pump station will be constructed on-site and a combination of force main/gravity will be installed from the project site to the City's sewer system.

The RV Park project with its transient occupancies of less than 30 days is not anticipated to cause unplanned population growth in the area, either directly or indirectly.

The extension of the sewer line allows properties along McCourtney Road to tie into City sewer facilities upon payment of sewer connection fees and tie-in connection. The extension of utilities typically may be considered growth inducing. However, in this case, the area is already developed with residential and commercial facilities. Redevelopment of the properties may occur, however, redevelopment is limited due to a lack of adequate water facilities for fire

suppression. Fire suppression for the RV Park is provided via on-site ponds. These potential impacts are considered less than significant.

- b) The project will not displace substantial numbers of existing housing, necessitating the construction of replacement housing or people elsewhere. This impact is less than significant.

XIV. PUBLIC SERVICES --

Would the project:

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 public services:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SETTING

The proposed project area is within the City of Grass Valley and is served by the following public services:

Fire Protection: The City of Grass Valley Fire Department provides fire protection and emergency medical services within the City. The Ophir Hill Fire Protection District serves lands east of the City limits, and the Nevada County Consolidated Fire District (NCCFD) serves the area generally north, west, and south of the City limits. A NCCFD facility is located adjacent to the property at 11329 McCourtney Road.

The Fire Department is part of the tri-agency Joint Operating Agreement that includes the Nevada City Fire Department and NCCFD. The Fire Department has three locations: Fire Station #1 (474 Brighton Street), Fire Station #2 (213 Sierra College Drive), and administrative offices at City Hall (125 East Main Street). Equipment includes three front line engines, one reserve engine, one Office of Emergency Services (OES) engine, a ladder truck, one air support unit, and five staff vehicles.

Police Protection: The Department currently employs 27 FTE sworn members and 3 FTE civilian staff. Based upon Grass Valley's population of 13,041 the department's ratio of police officers per 1,000 residents is 2.1.

Schools: Throughout Grass Valley, the Grass Valley School District serves K-5 students and the Nevada Joint Union School District serves students in grades 9 – 12. In addition, through inter-district contracts (which can be retracted), 467 students from Grass Valley currently attend schools in other school districts.

Parks: The Grass Valley public parks and recreation system is comprised of approximately 108 acres of City Park lands, including seven developed parks (Dow Alexander, Elizabeth Daniels, Glenn Jones, Minnie, Memorial, DeVere Mautino, and Condon and one underdeveloped park Morgan Ranch) within the City limits.

IMPACTS

- a) Comments received by the NCCFD note concerns with the City's ability to provide service to the area and equity of the Joint Operational Area (JOA) agreement with the City of Grass Valley. NCCFD opposes any annexation by a jurisdiction that has not identified a plan to enhance their capabilities to address the impact on already limited resources. NCCFD further opposes the loss of tax revenues, and the expectation that the impacted agency will continue to provide essential services to the project area.

NCCFD also notes that as the tax share payments from Grass Valley City to NCCFD decrease over the ten-year period, the resources provided by the City of Grass Valley Fire Department needs to increase accordingly, which may require changes to the JOA agreement. As a further note, the current master tax share agreement between the City of Grass Valley and NCCFD was written before the NCCFD Special Tax of 2012 was passed by voters. The master tax share agreement needs to be modified to include the NCCFD Special Tax of 2012 and the District's Benefit Assessment.

In response to the NCCFD comments, the City of Grass Valley Fire Department acknowledges that the JOA and tax sharing agreement may need to be updated to accommodate adequate fire service to the project area. Ultimately, a lack of fire service to the area is considered a significant impact on the environment requiring mitigation; however, prior to approval by the Local Agency Formation Commission (LAFCO) and annexation into the City, the applicant, in collaboration with City of Grass Valley Fire Department and NCCFD shall be required to formalize agreements to assure that adequate fire service is provided by the respective agency. Despite comments by NCCFD, the City of Grass Valley Fire Department acknowledges that the City has the capacity to service the project area. Procedurally, the City of Grass Valley Fire Department service is dependent upon ratification of fire service and tax agreements for the project area prior to LAFCO approval and annexation into the City limits. As a result, no additional mitigation is necessary, and this impact is considered less than significant.

The project is not anticipated to have substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities; a 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 public services.

The applicant will be required to pay the City's Development Impact Fees, including fees for police, fire, and transportation. The fees collected by the City are used to augment fire, police, parks and other public facilities. Accordingly, impacts to fire protection, police protection, schools, parks, or other public facilities are considered less than significant impacts.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XV. RECREATION –				
Would the project:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might, have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SETTING

The City owns and maintains eight park/recreation facilities. These include three parks currently classified as "community parks": Condon Park, Mautino Park, and Memorial Park. One of the eight parks, Morgan Ranch, is still undeveloped. In addition, the City contracts with Nevada County Historical Society to operate the Pelton Wheel Mining Museum/Glen Jones Park. An inventory of City owned/operated parks and recreation facilities include: Memorial Park, 8.4 acres; Condon Park, 80 acres; Pelton Wheel Mining Museum/Glen Jones Park, 1.7 acres; Brighton Street Park (Minnie Street), 1.6 acres; Elizabeth Daniels Park, 0.3 acres; Dow Alexander Park, 0.5 acres; Morgan Ranch Park, 4.08 acres; and Mautino Park, 12.5 acres.

Additional park/recreational facilities within the City of Grass Valley but owned and maintained by entities other than the City are: Nevada County Country Club, 58 acres; Sierra College fields, 7.95 acres; Hennessy School, 3 acres.

The City's Quimby Act park ratio is five acres per 1,000 residents. The City has a park/population ratio of thirteen acres per 1,000 persons.

IMPACTS

- a)&b) The RV Park Resort provides an additional recreational facility in the City of Grass Valley thereby contributing to existing recreational facilities.

No development is proposed with the Annexation areas along McCourtney and Old Auburn Roads.

At full occupancy, the RV Park Resort could generate an estimated ± 400 transient persons; however, it would be rare that full occupancy would occur throughout the year. Typically, visitors to the RV Park Resort utilize existing active and passive recreational facilities in the Grass Valley region; however, the park to population ratio of five acres per 1,000 persons is maintained even at full capacity of the RV Park Resort.

The project is not anticipated to increase the use of existing neighborhood and regional parks, recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment. On-site recreational amenities are provided for the tenants of the RV Park Resort. The RV Park Resort and Annexation Project will not generate the need for additional park facilities. These impacts are considered less than significant.

XVI. TRANSPORTATION/TRAFFIC –

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SETTING

As of July 1, 2020, Senate Bill 743 went into effect. SB 743 is now the appropriate metric for assessing transportation impacts in accordance with CEQA. SB 743 was codified in *Public Resources Code Section 21099* and required changes to the CEQA Guidelines. Pursuant to Section 21099, the criteria for determining the significance of transportation impacts must promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. To that end, the *Office of Planning and Research (OPR)* proposed, and the *California*

Natural Resource Agency certified and adopted, changes in the CEQA Guidelines that identify Vehicle Miles Traveled (VMT) as the most appropriate metric to evaluate a project's transportation impacts.

Consequently, the past practice of automobile delay, as measured by "Level of Service" and other similar metrics, generally no longer constitutes a significant environmental effect under CEQA. However, Level of Service (LOS) is evaluated for General Plan consistency and the imposition of Traffic Impact Fees to fund the City's Capital Improvement Plan.

The Grass Valley RV Resort provides space and supporting amenities for visitors to Nevada County who travel using recreational vehicles. The project is located at the corner of McCourtney Road and Old Auburn Road near the Nevada County Fairgrounds and CHP Office. As presented, the project proposes 150 RV spaces and 15 "glamping" camping spaces, together with supporting facilities for guests such as restrooms, showers, etc.

The project will have access to Old Auburn Road at a location roughly ± 500 feet south of the McCourtney Road intersection, and gated emergency access is located ± 600 feet further south along McCourtney Road. No vehicle access to McCourtney Road is proposed, but a pedestrian access to McCourtney Road will be developed in the area of McCourtney Road/Old Auburn Road intersection.

A Traffic Impact Analysis has been prepared by KD Anderson and Associates, Inc. dated December 24, 2019, for the RV Park Resort. The objective of the Traffic Impact Analysis is to provide technical analysis to support the project's environmental review under the California Environment Quality Act (CEQA) by identifying those roads and street intersections that may be impacted by development and suggesting strategies for mitigating the impacts of the project.

The TIA study addresses traffic conditions on the state highways and Nevada County roads that will be used to access the site. The limits of the study area were identified through discussions with Nevada County Public Works staff and City of Grass Valley staff based on their knowledge of the area and initial consideration of the amount and nature of project traffic. The facilities included in the analysis include the following study area roadways:

State Route 20 (SR 20). SR 20 is a principal arterial south that provided east-west access through the Sierra foothills in general and Nevada County in particular. SR 20 provides the primary access to Grass Valley/Nevada City area to the west. In the immediate area of the project SR 20 transitions from a two-lane conventional highway to a four-lane conventional highway (east) as it approaches its southern junction with State Route 49. The posted speed limit is 55 mph west of Rough & Ready Highway and 65 mph east of Rough & Ready highway.

State Route 49 (SR 49). SR 49 is a principal arterial south that transverses the Sierra Nevada foothills from Mariposa County to Sierra County. SR 49 links the Grass Valley area with Auburn and the Sacramento region to the south. In the area of the project SR 49 is four-lane controlled access freeway, with access limited to interchanges.

The most recent traffic volume counts indicated that SR 49 carried 26,800 AADT south of SR 20 and 31,900 AADT north of SR 20 to Nevada City. Trucks comprise 4% of the daily traffic on SR 49.

McCourtney Road. McCourtney Road is a major collector road that extends south from Grass Valley for about 12 miles into the area west of SR 49. McCourtney Road ends at Lime Kiln Road, and from that point access to SR 49 is available in the area of Lake of the Pines via Wolf Road. In the immediate vicinity of the project McCourtney Road is a two-lane road west of the Old Auburn Road intersection. The roadway widens east of Old Auburn Road, and a continuous Two-Way Left-Turn lane is available to the Brighton Street intersection. The posted speed limit is 40 mph west of Old Auburn Road and 35 mph east of Old Auburn Road. Parking is prohibited along McCourtney Road. New traffic counts conducted for this analysis revealed daily traffic volumes of 6,617 vehicles per day (vpd) west of South Auburn Street on a weekday and 6,601 on a Saturday (09/21/2019).

Old Auburn Road. Old Auburn Road is a two-lane north-south Minor Collector road that extends for roughly 5 miles from McCourtney Road to an intersection on SR 49. The speed limit on Old Auburn Road is posted at 40 mph in this area. New traffic counts conducted for the TIA revealed 1,543 vpd south of McCourtney Road on a weekday and 2,327 on a Saturday.

Study Area Intersections – The quality of traffic is often governed by the operation of major intersections. For the RV Park Resort project, seven intersections in the area were evaluated including:

McCourtney Road/Old Auburn Road intersection is a “tee” intersection controlled by a stop sign on the Old Auburn Road approach. All approaches have a single through lane and a separate westbound left turn lane exists on McCourtney Road. A crosswalk is striped across the west McCourtney Road leg of the intersection.

McCourtney Road/Brighton Road Street intersection is located just inside the City of Grass Valley limits. The intersection is a “tee” controlled by a stop sign on the southbound Brighton Street approach. Auxiliary lanes are provided on each approach. The Brighton Street approach has separate left turn and right turn lanes. The westbound McCourtney Road approach has a separate right turn lane. The eastbound approach has a left turn lane, and the lane continues beyond the intersection as a “merge” lane for left turns from Brighton Street. A crosswalk is striped across the Brighton Street leg.

McCourtney Road/Mill Street/Freeman Lane/Allison Ranch Road intersection is controlled by an all-way stop. The eastbound McCourtney Road approach has a separate left turn lane and a combined through right turn lane. The Freeman Lane approach has a combined through left turn lane and a separate right turn lane. The southbound Mill Street approach has a combined through left turn lane and a separate right turn lane. The Allison Ranch Road approach has a single lane. A crosswalk is striped across Freeman Lane.

Mill Street/SC 49 Westbound Ramps intersection is a “tee” controlled by an all-way stop. Separate left turn lanes are provided on the off-ramp and on the northbound Mill Street approach. A crosswalk is striped across the northern Mill Street leg.

SR 20/SR 49 Southbound Ramps intersection is controlled by a traffic signal. The eastbound SR 20 approach has two travel lanes and a separate right turn lane that passes outside of the traffic signal

control. The off-ramp has a separate left turn and right turn lanes, and traffic using the right turn lane proceeds outside of the traffic signal's control. A crosswalk is striped across the off-ramp.

SR 20/49 Northbound Ramps intersection is only about 300 feet from the SB ramps. The three-lane eastbound approach is striped as two left turn lanes and a right turn lane. The westbound approach has two through lanes and a right turn lane. The two-lane off ramp is striped as a left turn lane and a combined left-thru-right turn lane. The two-lane off -ramp is striped as a left turn lane and a combined left-thru-right turn lane. A crosswalk is striped across the north leg of the intersection.

Nevada County's public transit system includes a fixed-route bus service provided by Gold Country Stage transit service. One route, Penn Valley Routh 3 provides service to the area of the fairgrounds. This route follows Brighton Street to its intersection with McCourtney Road about ¼ mile from the project. This route connects to the downtown Grass Valley transit center and the Opine Creek retail center. This service runs Monday-Friday at approximately two-hour headways and makes four runs on Saturday.

Dial-a-ride is available in the County and provides service to the elderly, handicapped and disabled riders on a demand service. *Gold Country Lift* transports elderly, handicapped and disabled riders to shopping and medical appointments.

The Nevada County Active Transportation Plan, 2019, describes current and planned facilities for bicycling and walking. A class III Bicycle Route exists on McCourtney Road from Old Auburn Road easterly to Brighton Street. Sidewalks exist along McCourtney Road from the fairgrounds eastly to the SR 20 eastbound ramps. The Active Transportation plan notes that Class II bike lanes are planned on McCourtney Road, Old Auburn Road and Brighton Street. Locally crosswalks are marked across McCourtney Road at Old Auburn Road and at the eastern Fairgrounds entrance.

IMPACTS

- a) Intersection Level of Service (LOS) Analysis has been employed to provide a basis for describing existing traffic conditions and for evaluating project related impacts. Level of Service measures the quality of traffic flow and is represented by letter designations from "A" to "F", with a grade of "A" referring to the best conditions, and "F" representing the worst conditions.

Nevada County, City of Grass Valley and Caltrans adopt minimum Level of Service standards for their facilities. Nevada County, City of Grass Valley and Caltrans identify LOS "D" as an acceptable Level of Service. LOS D is defined as "significant congestion of critical approaches, but intersection is functional. Cars are required to wait through more than one cycling during short peaks. No long queues formed."

Intersection Level of Service analysis makes use of methodologies contained in the Highway Capacity Manual 6th Edition, and the methodologies were implemented using SYNCHRO software. These methodologies based the evaluation of signaled intersections on the average length of overall vehicle delays and consider factors such as traffic volume, intersection timing and lane geometry and the evaluation of intersections where vehicles are required to yield the right of way. The movement experiencing the longest delays is judged to be the "worst case" and is used for

determining significance. This is typically the average delay experienced by motorists waiting onto the main street.

SimTraffic simulation was conducted to evaluate the operation of the closely spaced intersections on the SR 49/SR 20 interchange. It is important to note the simulation process injects a degree of “randomness” into the delay calculations as it accounts of driver characteristics and traffic patterns. Thus, very small volume changes can result in increases or decreases in the delay at an individual location.

From a General Plan perspective, based upon the trip generation rates identified in the 10th Edition of the *Institute of Transportation Engineers (ITE)* transportation generation rates manual, trip generation rates have an average of 2.70 trips per day, 0.21 trips in the a.m. peak hour and 0.27 trips in the p.m. peak hour. Accordingly, The RV Resort project is projected to generate: 446 total daily trips, 35 a.m. peak hour trips, and 45 p.m. peak hour trips as shown in Table 11.

Table 11 - TRIP GENERATION FORECASTS								
Description	Unit	Daily	AM Peak Hour			PM Peak Hour		
			In%	Out%	Total	In%	Out%	Total
RV Park/Campground	Space	2.70	36%	64%	0.21	65%	35%	0.27
Grass Valley RV Resort	165	446	13	22	35	29	16	45

The above p.m. peak trips are below the threshold of 63 p.m. peak hour trips that require a traffic study by the City of Grass Valley. Nonetheless, the applicant had a Traffic Impact Analysis prepared by *KD Anderson & Associates, Inc.* dated December 24, 2021. The Traffic Impact Analysis evaluated a former proposal of 137 RV and 15 glamping spaces. Given the conclusions of the Traffic Impact Analysis with respect to the revised project of 150 RV spaces and 15 glamping spaces, the City of Grass Valley Community Development Department did not require an update to the Traffic Impact Analysis as the conclusions reached will be virtually the same for the revised 150 RV space/15 glamping sites project. Further, considering the land uses of Office Professional were considered in the City’s General Plan, the project sites were included in the traffic analysis provided by the City’s General Plan and General Plan EIR. As such, these vehicle trips have been anticipated in the cumulative impact totals of the General Plan buildout and accounted for in the Levels of Service analysis on the City’s roadway system.

Construction Traffic Impacts of the proposed improvements associated with the project would result in construction traffic by automobiles and trucks, although the exact nature of that traffic will vary depending on the type of construction that occurs. Construction traffic would be added to McCourtney Road and Old Auburn Road and to the balance of the project area circulation system. It is reasonable to expect that construction trucks turning onto public streets could expect delays if those trips occurred during peak traffic hours. Ideally, construction truck traffic should be instructed to avoid peak hours. The project’s construction truck traffic will also contribute to the overall long term cumulative impact to the structural section on adjoining streets. While the road area in relatively good condition today, the project proponents should be responsible for monitoring pavement conditions at the construction access before and after the project is implemented and for returning the roadway to its “pre-project” condition.

Table 12 summarizes current weekday p.m. peak hour Levels of Service at the study area intersections. As indicated, with one exception all locations operate with Level of Service that fall within the minimum LOS D threshold and are considered adequate in accordance with the Nevada County, City of Grass Valley and Caltrans standards. The exception is McCourtney Road/SR 20 Eastbound ramps intersection where the delays experienced by motorists waiting to turn onto McCourtney Road are indicative of LOS F. To a degree the HCM LOS calculation may overstate the length of delays at this location. Because there are two eastbound lanes beyond the intersection, some motorists turn left into the inside through lane while other eastbound traffic is proceeding, thus reducing the length of delay. However, this analysis conservatively assumes that turning traffic will wait for a gap in eastbound traffic before proceeding.

Table 12 – Existing Peak Hour Levels of Service at Intersections

Location	Control	AM Peak Hour		PM Peak Hour		Meets Traffic Signal Warrants?
		LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	
McCourtney Rd / Old Auburn Rd	NB Stop	(A)	(1.7)	(A)	(2.2)	No
Average Delay Northbound approach		B	11.9	B	10.1	
McCourtney Rd / Brighton St	SB Stop	(A)	(6.3)	(A)	(3.9)	No
Average delay Southbound approach		C	24.2	C	16.8	
McCourtney Rd / SR 20 EB ramps	SB Stop	(B)	(13.9)	(A)	(8.7)	No
Average Delay Southbound approach		F	106.3	F	70.3	
McCourtney Rd / Mill St / Allison Ranch Rd	All-Way Stop	C	15.7	C	22.0	Yes-PM
Mill St / SR 20 WB ramps	All-Way Stop	B	13.9	C	17.6	Yes-PM
SR 20 / SR 49 / Southbound ramps	Signal	B	20	C	17	n.a.
SR 20 / SR 49 Northbound ramps	Signal	B	20	C	25	

BOLD values exceed the minimum LOS D standard

The impacts of operating the project have been identified by superimposing project traffic onto Year 2019 backward conditions resulting in intersections Levels of Service (LOS) 95th percentile queues where than calculated and signal warrants were assessed, and this information was used as the basis for evaluating potential project impacts.

As indicated the addition of the project traffic does not change the Level of Service at any intersection, and the minimum LOS D standard will continue to be met at all locations except the McCourtney Road/SR 20 Eastbound ramps intersection which will continue to operate at LOS F.

The significance of the project's impact has been considered based on City of Grass Valley traffic study guidelines. The City's guidelines lack a specific incremental measure for change that can be applied when background conditions already exceed the minimum LOS D standard. Thus, any additional traffic at an intersection with a deficient LOS is a significant impact. Projected traffic volumes do not reach the level that satisfies peak hour traffic signal warrants. A roundabout is included in the City CIP/fee program, but the Level of Service could be improved by restriping eastbound McCourtney Road beyond the intersection to provide a receiving lane for left turning traffic. Alternatively, simply restriping the east leg of the intersection to create a formal receiving – merge lane for left turns from the ramp would yield LOS C on that approach.

According to comments by Caltrans dated December 14, 2020, "After reviewing the Traffic Impact Analysis (TIA) report, it was concluded there are existing and future concerns at SR 20 EB ramps and McCourtney Road. This TIA was specifically focused on the Peak Hour analysis of the study intersections. A 12+ hour count analysis would have provided the opportunity to explore a range of near-term alternatives. The Grass Valley RV Resort, by itself, is not expected to have significant transportation impact but it will add to the delay already experienced at the SR 20 EB Ramp at McCourtney Road. We support this project's fair-share contribution towards City of Grass Valley's impacts fees for future improvements at this location. The City's proposed roundabout will require a full transportation study which will include an ICE evaluation. Until the funding for such project is secured, Nevada County and City of Grass Valley, in coordination with Caltrans, will need to explore near-term improvements to minimize potential queuing of the EB ramp onto mainline SR 20."

To mitigate this impact, the project proponents will contribute to the cost of improving the intersection by paying the applicable City of Grass Valley impact fee. The City impact fee and Regional transportation impact fee for the project is \$78,000. A payment of impact fees is appropriate for this type of project as they are paying their proportionate share in accordance with the *Nolan/Dolan* case law doctrine.

The project would not generate the need for intersection or roadway improvements above and beyond those identified in the adopted *Grass Valley Traffic Impact Fee and Capital Improvement Plan (CIP)* programs. No additional mitigation measures are necessary at the intersections noted above as a result of the traffic generated by RV Park Resort and Annexation project. This impact is less than significant.

- b) CEQA Section 15064.3 establishes a Vehicle Miles Traveled (VMT) threshold for land use projects. Section 15064.3 notes that generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact according to the *CEQA Guidelines*. Moreover, projects that decrease vehicle miles traveled in the project area compared to existing conditions should also be presumed to have a less than significant transportation impact.

The geographic distribution of vehicle trips associated with travel to and from the site would typically follow routes used by visitors to reach Nevada County's visitor attractions, shopping, or to reach regional transportation facilities. As noted in the VMT discussion, the trips associated with the project could have destinations through the Nevada County area, including locations as close as the immediate downtown Grass Valley and as distant as rural recreational areas.

As noted, CEQA requirements have changed assessment of traffic impacts from a LOS based roadway capacity analysis to assessment of a projects contribution to total Vehicle Miles Traveled (VMT). Many jurisdictions, including *Nevada County Transportation Commission (NCTC)* have adopted VMT to satisfy the January 2020 requirements of SB 743. Much of that work has addressed the VMT characteristics of residential development and of employment centers as the primary generators of new VMT, while retail and service uses are assumed to simply capture the trips caused by residential/employment uses.

For this analysis the average daily Vehicle Miles Traveled (VMT) associated with the project has been estimated on the project's trip generation characteristics, the project trip distribution and the average distance to typical destinations with that distribution. As shown the project may generate 446 daily trips. Those trips will be spread throughout the Grass Valley/Nevada City area as guests visit local attractions, but other trips to regional destinations or to the visitor's primary residence will also be made.

Applying these parameters yields an annual total of 6,058 daily vehicle miles of travel as outlined in Table 13.

TABLE 13 - PROJECT VEHICLE MILES TRAVELED					
Direction	% Distribution	Typical Destination	Distance	Daily Trips	Vehicle Miles
SR 20 West of Grass Valley	15%	Penn Valley/Yuba City/Marysville	24	66	1,608
SR 49/SR 20 north of South SR 20 Junction	25%	Nevada City, Bullards Bar Reservoir, etc.	12	112	1,344
SR 49 south of SR 20	15%	Auburn	29	67	1,943
Empire Street east of SR 49	10%	Empire Mine State Park	2	45	90
Brighton Street north of McCourtney Road	5%	Downtown Grass Valley	2	22	44
Mill Street north of SR 20 ramps	10%	Downtown Grass Valley	2	45	90
Freeman Lane east of Mill Street	5%	Pine Creek Center	2	22	44
Old Auburn Road south of McCourtney Road	10%	Combie Road/LOP	15	45	675
McCourtney Road west of Old Auburn Road	5%	Rural Nevada County	10	22	220
Total:	100%			446	6,058

On a regional basis it is reasonable to assume that the project guest would have elected to visit Nevada County regardless of the presence of the Grass Valley RV Resort Project. Thus, the trips to and from the project represent diversion of travel that would otherwise be made to other existing RV parks. By providing another facility that is central to the Grass Valley/Nevada City area the project would allow visitors to stay closer to the communities' attractions. Thus, development of the project is likely to incrementally reduce regional VMT.

Applying these parameters yields an annual total of 6,058 daily vehicle miles of travel. The project site is located in proximity to existing transit stops. Specifically, there are two transit stops located along Brighton Street and McCourtney Road in the project vicinity. The project is therefore consistent with CEQA Section 15064.3 for Vehicle Miles Traveled.

Additionally, from CEQA perspective, VMT can be measured in a variety of ways depending on whether the intent is to capture the amount of vehicle travel generated by a project (i.e. number of vehicle trips multiplied by their corresponding trip lengths) or a project's effect on VMT within a defined study area. Project effect information is more meaningful for VMT analysis because land use projects and land use plans often influence the vehicle travel associated with neighboring land uses. VMT is a preferred metric for environmental effects because it captures

how a project influences the environment related to fuel consumption and emissions while also serving as an indicator of potential impacts to pedestrians, bicyclists, transit riders, and travel safety.

The *OPR Technical Advisory on Evaluating Transportation Impacts in CEQA* recognizes that areas outside of metropolitan planning areas, especially rural counties, have fewer options for reducing VMT. Analysis of projects can be undertaken using a screening process. If a project meets any of the following criteria, it may be presumed to cause a less than significant VMT impact without further study:

- The project generates less than 630 VMT per day and is consistent with the general plan.
- The project is a work-related land use, located in a TAZ with similar land uses and travel demand characteristics, and the TAZ VMT per service population is equal to or less than 14.3 below the subarea mean.

To support the screening process, a screening tool was developed for western Nevada County. The tool uses data from the *Nevada County Travel Demand Model* to compare the VMT per service population for the Travel Analysis Zone (TAZ) in which a study parcel is located to the VMT for the subarea in which the parcel is located. Thus, a project can be evaluated for screening without additional runs of the Nevada County Transportation Commission travel demand model.

The Annexation and RV Resort project was evaluated through the screening process provided by the *Nevada County Transportation Commission (NCTC)*. The following results were verified, based upon project specific screening:

- The project is located in Travel Analysis Zone (TAZ) 1211. (The number of the travel analysis zone from Nevada County Travel Demand Model in which the parcel is located)
- TAZ 1211 VMT is 8.9 miles per vehicle (The metric average for the entire TAZ)
- Subarea VMT is 16.5 miles per vehicle (the VMT metric average for the entire subarea)
- % Difference is -46.1 (compares TAZ results to subarea results; positive values indicate TAZ results are greater than the subarea; 0% indicates TAZ and subarea results are equal; and, negative values indicate TAZ results are less than the subarea)

Total VMT per Service Population

- Threshold 14.2 (the maximum VMT metric to pass screening)
- Within a low VMT Yes (The project passes screening)

Using the VMT screening method, the project passes the VMT thresholds established by NCTC and is therefore determined to have a less than significant impact.

According to comments from Caltrans dated December 14, 2020, "According to the traffic impact analysis, the development will add an approximate 6,058 VMT to the area which has been distributed to specific routes in the region. Regardless of the impacts that the development has on the surrounding intersections, the added VMT will not have a significant impact on any of the major arterial or highways in the region."

Furthermore, the project would provide new sidewalks along the project frontage. In addition, pedestrian walkways would be provided throughout the project site. Thus, the proposed project would improve the pedestrian network on-site and in the project area.

Lastly, the applicant will be subject to the payment of AB 1600 traffic mitigation fees, (i.e. City of Grass Valley and regional traffic impact fees) which is the acceptable form of traffic mitigation for this type of project. These fees are used exclusively for projects identified in the City's Capital Improvement Program to finance needed infrastructure improvements to achieve the circulation goals, objectives and programs of the City's 2020 General Plan.

The project will not cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system. This impact is considered less than significant.

- c) The project will result in visitors who may elect to walk to nearby destinations or ride public transit. To address pedestrian safety the project includes a sidewalk on Old Auburn Road between the vehicle access and the existing pedestrian crossing at the Old Auburn Road/McCourtney Road intersection. To ensure a safe crossing, a crosswalk should be installed across Old Auburn Road at the intersection and ADA compliant ramps installed at all corners. As part of the project proposal, the applicant is proposing to install the needed intersection improvements for both safety and ADA compliance.

The site access on Old Auburn Road is located at the end of the horizontal curve which limits site distance. The view is close to meeting minimum stopping sight distance requirements, but as the acceleration rates of large RV's are much less than passenger cars, meeting the standard for corner sight distance would be preferable. Ultimately, the project shall be required to comply with the City's standards for site distance. This impact is therefore considered less than significant.

- d) The project has been reviewed by the City of Grass Valley Fire Department for emergency response. The project has been determined by the City of Grass Valley Fire Department to be in compliance with the City of Grass Valley fire standards and City Development Code. Therefore, potential impacts relating to emergency access are considered less than significant.

XVII. UTILITIES AND SERVICE SYSTEMS –

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

XVII. UTILITIES AND SERVICE SYSTEMS –

normal, dry and multiple dry years?

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State and local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SETTING

Solid waste within the project area is collected by Waste Management, a licensed private disposal company. Solid waste is transported to the company's transfer station located on McCourtney Road.

Domestic water service to the proposed development is provided by Nevada Irrigation District (NID) via existing water lines that were installed following development in the project area. According to the City's General Plan EIR, water supplies are adequate to supply growth anticipated in the General Plan, which included RV Park Resort and Annexation sites.

Sanitary sewer will be provided by City of Grass Valley upon annexation. The closest tie-in to the City's sewer system is approximately ±2,000 feet from the site, near the Brighton Street/McCourtney Road intersection. A pump station will be constructed on the RV Park Resort site with a combination of force main/gravity will be installed from the project site to the City's existing sewer system.

IMPACTS

- a) Except for sanitary sewer and fire suppression, utilities are available to serve the project. The RV Park Resort project requires extension of the City's sanitary sewer. Other utilities such as storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which is not anticipated to cause significant environmental effects. The impact is less than significant.
- b)-c) A Water Usage and Wastewater Generation Report was prepared by *Sauers Engineering, Inc.* for the RV Park Resort project. The report is a technical evaluation of the waster usage and wastewater discharge for the RV property. The report is based on research of historic RV campground water and wastewater information, discussions with persons working in the RV campground industry, and current standards for RV campground water usage and wastewater discharge.

Historically, the common wastewater generation factor for RV parks has been 100 gallons per day per space with full hook ups. Based upon the RV park and NFPA 1194 standards for water supply and wastewater discharge, the following design criteria have been recommended:

Water Supply:

50 gallons per day for RV sites with full hookups

25 gallons per day for glamping sites

Wastewater Generation:

50 gallons per day for RV sites with full hookups

25 gallons per day for glamping sites

The City's water system serves approximately sixty (60%) of the incorporated City of Grass Valley and is located at 808 Alta Vista Avenue. The City's service area is 1,357 acres, approximately 2.1 square miles, with a service area population of 5,855 persons. With development surrounding the site, water supplies are adequate to serve the proposed development. This impact is considered less than significant.

New sewer connections are proposed with the project and will be served via the extension of existing utilities for the property from Brighton Street. Sewer Connection Fees are collected with the issuance of a building permit or at a request to connect to the City's sewer system. Sewer service connection fees for new development are currently due at the time of building permit issuance. These impacts are considered less than significant.

- d)-e) The proposed project will be served by a landfill with adequate permitted capacity to accommodate the project's solid waste disposal needs. This impact is considered less than significant.

The proposed project will comply with federal, state, and local statutes and regulations related to solid waste. This impact is considered less than significant.

XIX. WILDFIRES –

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to, pollution concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

XIX. WILDFIRES –

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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 on-going impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SETTING

The Grass Valley region has a generally high potential for wildland fires of devastating intensity. This is due to the presence, particularly in less urban settings, of heavier timber, woodland and brush, the occurrence of steep slopes, dry weather conditions, and human activity. Generally, vegetative areas of over 20% slope are considered as fire hazardous areas. The City limits have a distinct urban/wildland interface area. The greatest threat for wildfire hazards is from those that may originate outside the City in unincorporated Nevada County. Historical data on wildfires in or near Grass Valley is kept on the Firehouse Reporting Data System. Because of the extended urban/wildland interface area, the City has participated in regional efforts to reduce wildfire risks to the City. These efforts include participation in *Nevada County's Local Hazard Mitigation Plan* and the *Fire Safe Council of Nevada County Community Wildfire Protection Plan*. *Nevada County OES* and the *Fire Safe Council* also maintain historical fire records.

IMPACTS

- a) The project has been reviewed by the City of Grass Valley Fire Department. The project will not substantially impair an adopted emergency response plan or emergency evacuation plan. No impact will occur.
- b)-c) The project area has relatively flat topography. The project will not exacerbate wildfire risks and thereby expose project occupants to pollution concentrations from a wildfire or the uncontrolled spread of a wildfire.

The project will not 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 on-going impacts to the environment. All utilities serving the site shall be installed underground in accordance with City of Grass Valley Development Standards. These impacts are considered less than significant.

- d) The project will not 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. This impact is considered less than significant.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE –				
Would the project:				
a) Does the project have the potential to 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, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a)-c) This environmental analysis provides evaluation of the potential environmental effects of the proposed project, including project effects on the quality of the environment, fish and wildlife habitat (including special status species), and cultural resources. These potential impacts are considered less than significant with the incorporation of respective resource mitigation measures.				

REFERENCES The following references used in preparing this report have not been attached to this report. The reference material listed below is available for review upon request of the Grass Valley Community Development Department, 125 East Main Street, Grass Valley, CA 95945.

- Federal Highway Administration, 1983
- U.S. Bureau of Land Management, 1980
- City of Grass Valley 2020 General Plan
- Tree Inventory prepared by Greg Matuzak
- Management Plan for Nevada Irrigation District Canal and Potential Wetlands prepared by Greg Matuzak, dated August 2019
- Millennium Planning & Engineering prepared a preliminary drainage study dated September 2020

- City's 2020 General Plan Certified Environmental Impact Report (SCH#98082023)
- Association for Protection etc. Values v. City of Ukiah (1991)
- Topanga Beach Renters Assn. v. Department of General Services
- United States Department of Agriculture land inventory
- Public Resources Code Section 12220(g).
- U.S. Department of Agriculture
- California Department of Forestry and Fire Protection
- Northern Sierra Air Quality Management District (NSAQMD)
- California Emission Estimator Model (CalEEMod) Version 2016.3.2
- Biological Resources Inventory dated August 2019
- California Department of Fish and Wildlife (CDFW)
- United States Army Corps of Engineers
- Section 404 of the Clean Water Act
- California Department of Fish and Wildlife (CDFW) Code Section 1600 et. seq.
- California Natural Diversity Database
- United States Fish and Wildlife Service (USFWS)
- Wetlands Delineation Manual (Environmental Laboratory, 1987)
- Migratory Deer Ranges Nevada County General Plan map
- USGS Topographic Quadrangle for Grass Valley
- Natural Wetlands Inventory (NWI) and HDD datasets
- Migratory Bird Treaty Act (MBTA)
- Resource Management Plan, Best Management Practices (BMPs)
- Chapter 12.36 of the City of Grass Valley Municipal Code
- Pacific Gas and Electric (PG&E)
- California Energy Resources Conservation and Development Commission in June 1977
- California Green Building Standards Code (Part II, Title 24) was adopted as part of the California Building Standards Code (Title 24, California Code of Regulations).
- Cultural Resources Inventory prepared by Sean Michael Jensen, M.A., July 2019
- Archaeological Inventory Survey prepared by Sean Michael Jensen, M.A., dated July 2019
- City of Grass Valley Historic Building Ordinance
- City of Grass Valley Historic Commission
- City of Grass Valley Development Review Committee
- North Central Information Center (NCIC)
- Native American Heritage Commission (NAHC)
- United Auburn Indian Community (UAIC)
- Geologic Map of the Colfax – Grass Valley Area (Tuminas, 1981).
- California Geological Survey Open File Report 96-08, Probabilistic Seismic Hazard Assessment for the State of California
- California Fault Parameters
- The 1997 edition of California Geological Survey Special Publication 43, Fault Rupture Hazard Zones in California
- Phase I Geotechnical Engineering Report dated September 2019, prepared by Lincoln and Long Engineers
- Cal/EPA Air Resources Board Regulation 93105
- Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations (ATCM)
- City of Grass Valley Energy Action Plan
- Nevada County Airport Land Use Compatibility Plan

- Mountain Counties Hydrologic region overlay zone (DWR 2011)
- Flood Insurance Rate Map for the County of Nevada, Map No. 06057C0633E dated February 3, 2013.
- General Plan Mineral Management Element (MME) on August 24, 1993
- Noise Equivalent Level (CNEL)
- California Airport Noise Regulations
- Public Resources Code Section 21099
- Office of Planning and Research (OPR)
- California Natural Resource Agency
- 10th Edition of the Institute of Transportation Engineers (ITE)
- Nevada County Transportation Planning Agency (NCTPA)
- City of Grass Valley Capital Improvement Program
- Grass Valley Traffic Impact Fee Program
- Nevada County's Local Hazard Mitigation Plan
- Fire Safe Council of Nevada County
- Nevada County Office of Emergency Services (OES)
- Fire Safe Council
- OPR Technical Advisory on Evaluating Transportation Impacts in CEQA
- Nevada County Transportation Commission (NCTC)
- City of Grass Valley 2014-2019 Housing Element
- City of Grass Valley 2020 General Plan and General Plan EIR
- City of Grass Valley Historic 1872 Townsite
- City of Grass Valley Development Code
- CA Department of Forestry and Fire Prevention
- City of Grass Valley Municipal Code
- Nevada County General Plan and General Plan EIR
- City of Grass Valley Grading Ordinance
- Background Report, City of Grass Valley General Plan Update, November 1998
- Soil Survey of Nevada County, United States Department of Agriculture, Soil Conservation Service
- Online soil survey maps and data from USDA - <http://websoilsurvey.nrcs.usda.gov>

EXHIBITS

- Exhibit A - Vicinity Map
- Exhibit B - Aerial Photograph
- Exhibit C - Annexation Map
- Exhibit D - Site Photographs
- Exhibit E - Pre-zoning Exhibit
- Exhibit F - RV Park Resort Site Plan
- Exhibit G - RV Space Landscaping Detail
- Exhibit H - RV Park Landscaping Plan
- Exhibit I - Architectural Elevations
- Exhibit J - Monument Sign Designs
- Exhibit K - Phasing Map

TABLES

- Table 1 - Assessor's Parcel Numbers
- Table 2 - Project Construction and Operational Emissions Estimates

Table 3 –	Predicted On-site Truck Circulation Noise Levels at the Nearest Existing Residential Uses
Table 4 –	Predicted Air-Conditioning Unit Noise Levels from Nearest RV Sites
Table 5 –	Predicted Cumulative Air-Conditioning Unit Noise Exposure from Nearest Sites
Table 6 –	Predicted Guest Outdoor Conversation Noise Levels from Nearest RV or Glamping Sites
Table 7 –	Predicted Cumulative Guest Outdoor Conversion Noise Exposure from Nearest 5 Sites
Table 8 –	Predicted Swimming Pool Activity Noise Levels at the Nearest Existing Residential Uses
Table 9 –	Predicted Dog Park Noise Levels at Nearest Residential Uses
Table 10 –	Vibration Source Levels for Construction Equipment and Predicted Levels at 60 feet
Table 11 –	Trip Generation Forecasts
Table 12 –	Existing Peak Hour Levels of Service at Intersections
Table 13 –	Project Vehicle Miles Traveled

ATTACHMENTS

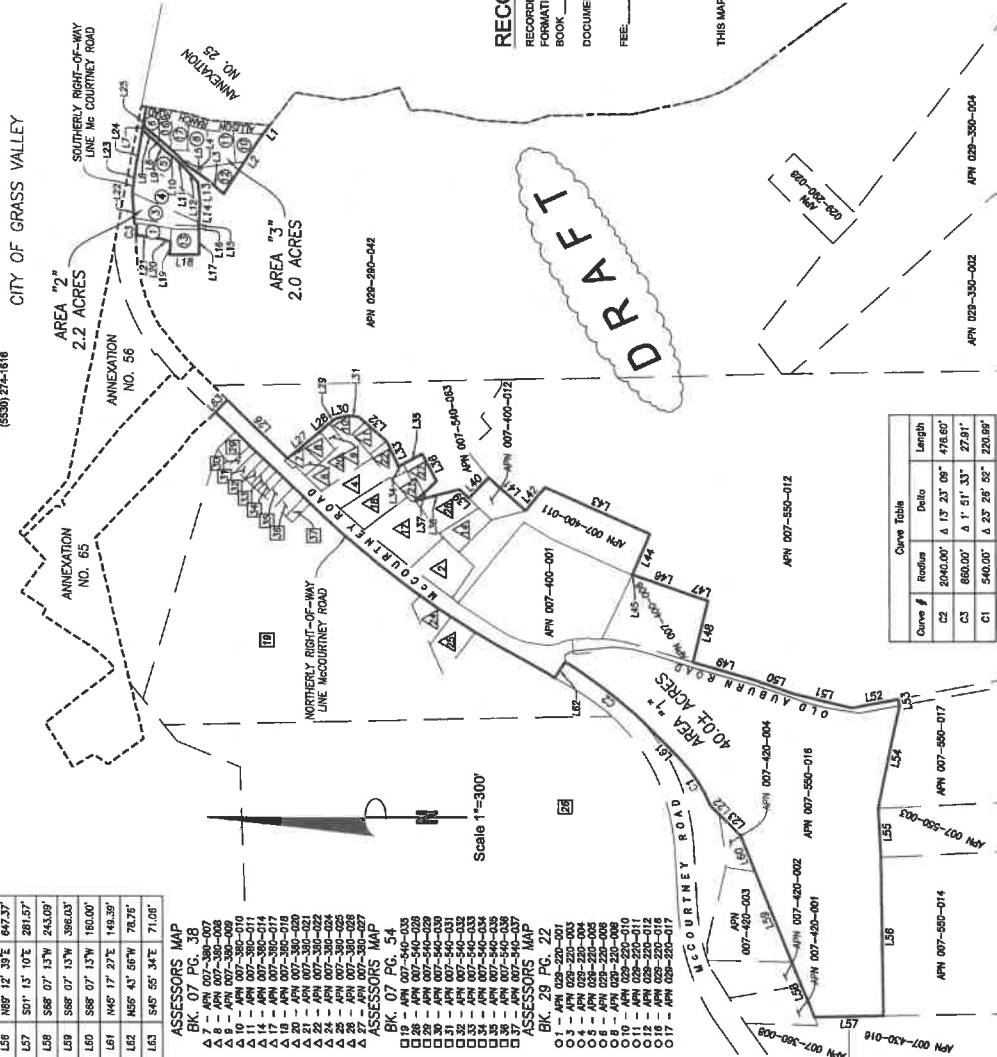
- Attachment 1 –** Project Plans dated October 2020
- Attachment 2 –** Wetlands and Water Features Map
- Attachment 3 –** NID Potential Wetlands Delineation Map



ATTACHMENTS

ANNEXATION NUMBER CITY OF GRASS VALLEY

A PORTION OF
SECTIONS 33 & 34, TOWNSHIP 18 NORTH, RANGE 8 EAST.
IN THE UNINCORPORATED AREA OF THE COUNTY OF NEVADA, STATE OF CALIFORNIA
DUNDAS GEOMATICS, INC.
18 S. ALPINE ST.
GRASS VALLEY, CA 95646
(530) 274-1816
SEPTEMBER 2020
SCALE 1"=300'



Curve #	Radius	Delta	Length
C2	2040.00'	Δ 17° 23' 08"	478.60'
C3	860.00'	Δ 1° 51' 33"	27.81'
C1	540.00'	Δ 23° 28' 52"	220.89'

Line #	Length	Direction	Line #	Length	Direction
L1	552.23	07°E	L51	113.37	57°E
L2	558.42	30°E	L52	1107.43	10°N
L3	539.52	13°N	L53	1079.18	50°E
L4	1634.46	21°E	L54	578.20	37°E
L5	1465.36	03°E	L55	1687.02	49°E
L6	1460.20	12°E	L56	1687.12	39°E
L7	1460.31	00°N	L57	501.13	10°E
L8	542.22	35°N	L58	588.07	13°N
L9	542.08	39°N	L59	588.07	13°N
L10	537.54	11°N	L60	588.07	13°N
L11	542.46	30°N	L61	1465.17	27°E
L12	546.25	05°N	L62	1465.43	55°N
L13	530.58	58°N	L63	546.55	34°E
L14	1465.36	30°N	L64	75.08	
L15	1465.12	30°N	L65	14.50	
L16	535.44	04°N	L66	14.57	
L17	588.40	14°N	L67	100.84	
L18	1460.28	25°N	L68	121.03	
L19	588.21	30°E	L69	92.67	
L20	1460.28	30°E	L70	35.30	
L21	1460.28	30°E	L71	124.30	
L22	544.35	00°N	L72	46.78	
L23	588.01	00°N	L73	120.07	
L24	544.35	00°N	L74	123.98	
L25	1460.28	25°N	L75	122.79	
L26	1460.28	25°N	L76	86.61	
L27	1460.28	25°N	L77	121.03	
L28	1460.28	25°N	L78	341.33	
L29	1460.28	25°N	L79	121.03	
L30	1460.28	25°N	L80	90.28	
L31	1460.28	25°N	L81	33.08	
L32	1460.28	25°N	L82	52.00	
L33	1460.28	25°N	L83	43.87	
L34	1460.28	25°N	L84	150.50	
L35	1460.28	25°N	L85	114.50	
L36	1460.28	25°N	L86	21.83	
L37	1460.28	25°N	L87	86.00	
L38	1460.28	25°N	L88	125.42	
L39	1460.28	25°N	L89	116.79	
L40	1460.28	25°N	L90	184.08	
L41	1460.28	25°N	L91	53.46	
L42	1460.28	25°N	L92	117.08	
L43	1460.28	25°N	L93	202.28	
L44	1460.28	25°N	L94	123.70	
L45	1460.28	25°N	L95	467.77	
L46	1460.28	25°N	L96	181.82	
L47	1460.28	25°N	L97	2.95	
L48	1460.28	25°N	L98	280.90	
L49	1460.28	25°N	L99	78.37	
L50	1460.28	25°N	L100	258.14	
L51	1460.28	25°N	L101	254.31	
L52	1460.28	25°N	L102	172.48	

Line #	Length	Direction	Line #	Length	Direction
L1	552.23	07°E	L51	113.37	57°E
L2	558.42	30°E	L52	1107.43	10°N
L3	539.52	13°N	L53	1079.18	50°E
L4	1634.46	21°E	L54	578.20	37°E
L5	1465.36	03°E	L55	1687.02	49°E
L6	1460.20	12°E	L56	1687.12	39°E
L7	1460.31	00°N	L57	501.13	10°E
L8	542.22	35°N	L58	588.07	13°N
L9	542.08	39°N	L59	588.07	13°N
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L28	1460.28	25°N	L78	341.33	
L29	1460.28	25°N	L79	121.03	
L30	1460.28	25°N	L80	90.28	
L31	1460.28	25°N	L81	33.08	
L32	1460.28	25°N	L82	52.00	
L33	1460.28	25°N	L83	43.87	
L34	1460.28	25°N	L84	150.50	
L35	1460.28	25°N	L85	114.50	
L36	1460.28	25°N	L86	21.83	
L37	1460.28	25°N	L87	86.00	
L38	1460.28	25°N	L88	125.42	
L39	1460.28	25°N	L89	116.79	
L40	1460.28	25°N	L90	184.08	
L41	1460.28	25°N	L91	53.46	
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L50	1460.28	25°N	L100	258.14	
L51	1460.28	25°N	L101	254.31	
L52	1460.28	25°N	L102	172.48	

RECORDER'S STATEMENT

RECORDED AT THE REQUEST OF S.R. JONES, EXECUTIVE OFFICER OF NEVADA COUNTY LOCAL AGENCY FORMATION COMMISSION, AT _____ A.M./P.M. THIS _____ DAY OF _____, 2020, IN BOOK _____ OF SURVEYS AT PAGE _____, NEVADA COUNTY RECORDS.

DOCUMENT NO.: _____
FEE: _____
BY: _____
GREGORY J. DUAZ
NEVADA COUNTY RECORDER

S.R. JONES
EXECUTIVE OFFICER
DATE _____

APPROVED BY NEVADA COUNTY LOCAL AGENCY FORMATION COMMISSION.
RESOLUTION NUMBER, _____
DATE: _____

THIS MAP, WHEN RECORDED, WAS ACCOMPANIED BY A CERTIFICATE OF COMPLETION, PREPARED PURSUANT TO SECTIONS 97200-51202 OF THE GOVERNMENT CODE, TO WHICH WAS ATTACHED A CERTIFIED TRUE AND CORRECT COPY OF THE RECORDS OF THE COMMISSION ON SAID MAP. THE CERTIFICATE OF COMPLETION IS RECORDED AS DOCUMENT NO. _____ NEVADA COUNTY RECORDS.

VICINITY MAP

SCALE 1/8"

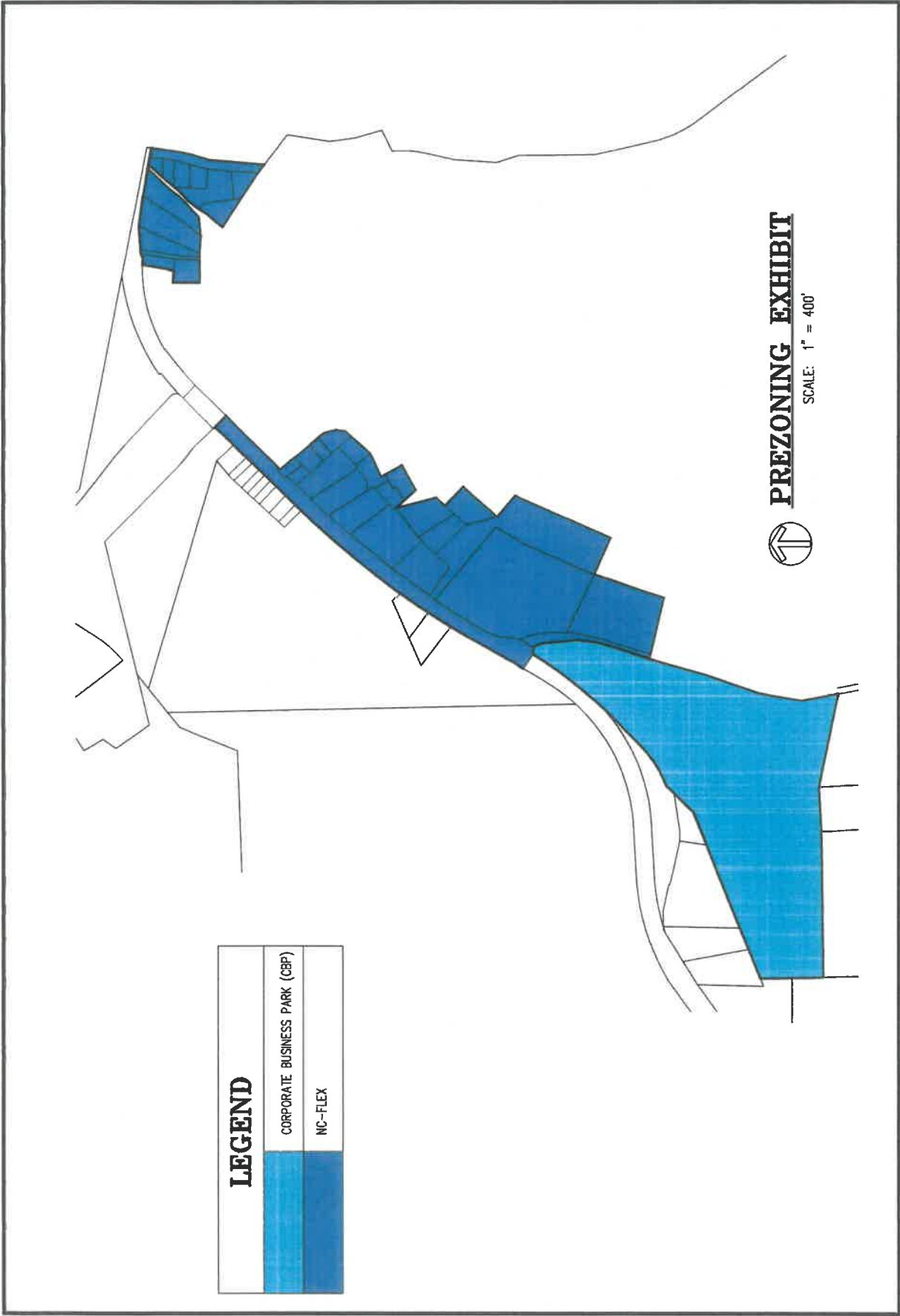


THIS MAP WAS PREPARED OR UNDER THE DIRECTION OF:
RONALD S. DUNDAS, PLS 4415

LEGEND
--- NEW CITY BOUNDARY
--- EXISTING CITY BOUNDARY
--- ADJOINING PROPERTY



SHEET 1 OF 1 SHEETS



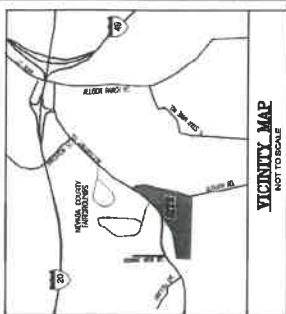
LEGEND	
	CORPORATE BUSINESS PARK (CBP)
	NC-FLEX

PROPERTY NUMBER	OWNER'S NAME	NEW?	DESCRIPTION	DATE
	GARRAH DEC			
	PVAL NO: 18-1101			
	CASH SET CUSTODY			
	DATE: OCTOBER 2020			

SHEET INDEX	
SHEET #	SHEET DESCRIPTION
C1.0	OVERALL SITE PLAN
C2.0	PRELIMINARY GRADING & DRAINAGE PLAN
C3.0	PRELIMINARY UTILITY PLAN
C4.0	PRELIMINARY LANDSCAPE PLAN

NOTES:

VICINITY MAP



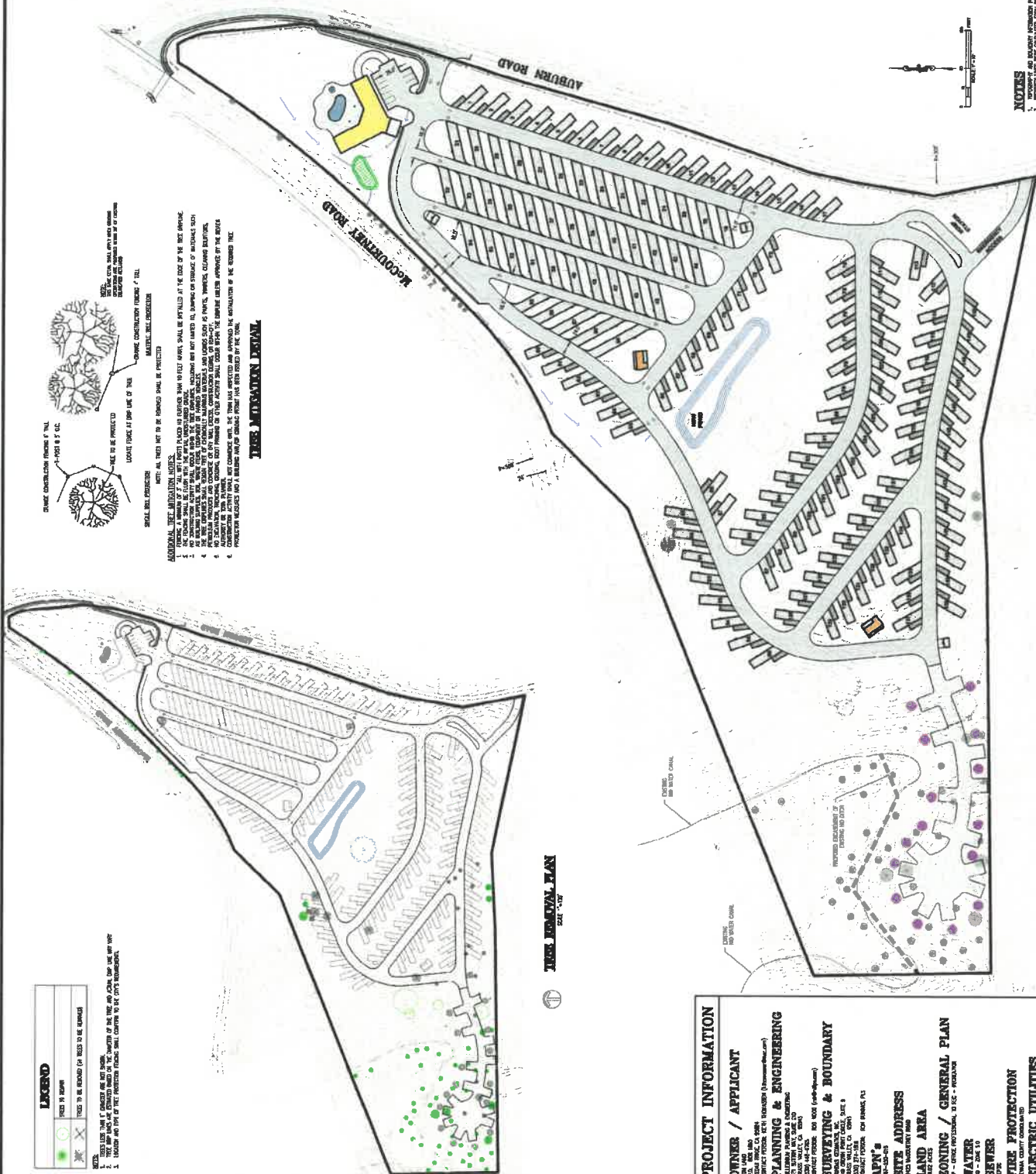
LEGEND

LEGEND	
	RV / TRAILER (w/ FULL HOOKUPS)
	CAMPERS - NO HOOKUPS
	EMERGENCY OR STORMWATER TREATMENT
	TRASH ENCLOSURE
	RESTROOMS/SHOWERS

SITE STATISTICS

SITE STATISTICS		
DESCRIPTION	AREA	% OF SITE
ASPHALT PAVEMENT	131,593 SF	16.0%
CONCRETE	116,263 SF	13.3%
PAVING (100PKY)	5,795 SF	6.7%
OPEN SPACE/LANDSCAPING	616,533 SF	71.0%
TOTAL	872,077 SF	100%

THE MICHIGAN DEPT.



EXPEND

LEGEND	
	TREES IN PLANT
	TREES TO BE REMOVED (IN ORDER TO BE REMOVED)

PROJECT INFORMATION

OWNER / APPLICANT

TIM LAM
P.O. BOX 1860
CULVER HILLS, CA 92024
CONTACT PERSON: KEITH HOWARD (khoward@att.net)

PLANNING & ENGINEERING
MILLER, PLANNING & ENGINEERING

475 SUTTER WAY, SUITE 210
GRASS VALLEY, CA 95945
(209) 446-4763
CONTACT PERSON: BOB MOORE (rmoore@gsn.com)

SURVEYING & BOUNDARY
DEBOS COMPANY, INC.
 1-800-368-6868, ext. 200 • 10000 Highway 100 • Houston, TX 77060

140 CROWN POINT CIRCLE, SUITE 8
GRASS VALLEY, CA 95943
(530) 274-1818
CONTACT PERSON: RON BLANKS, PLS

APN®
847-350-0765

SITE ADDRESS
1422 WAGNETT ROAD

LAND AREA
1982 ACTS
FOOTING / CEMENT / DEATH

ZONING / GENERAL PLAN

SEWER
01 302 - 604
WATER

FIRE PROTECTION

NEWARK COUNTY CONTRACTORS
ELECTRIC UTILITIES
E.U.C.

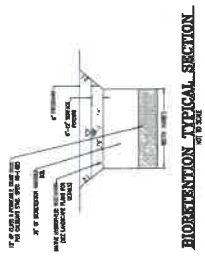
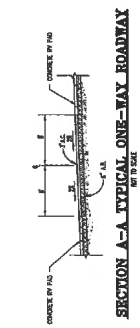
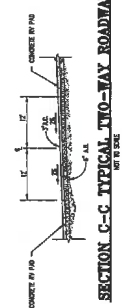
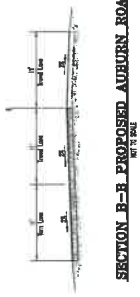
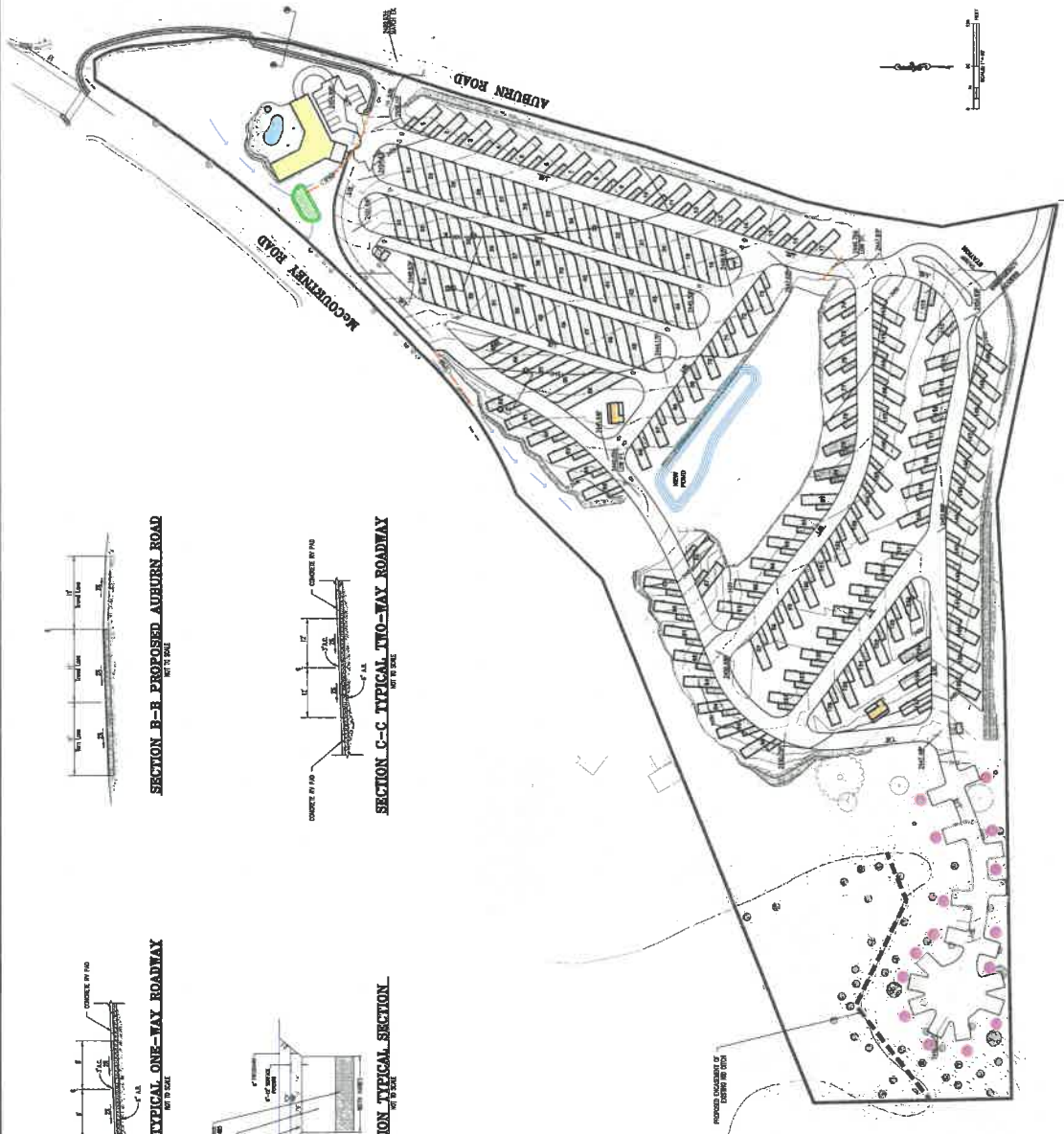
DATE	DESCRIPTION	REV.	BY	CHKD.
01/15/2020	ISSUED FOR PERMIT	1	JL	JS
01/15/2020	REVISED PER CITY COMMENTS	2	JL	JS
01/15/2020	REVISED PER CITY COMMENTS	3	JL	JS
01/15/2020	REVISED PER CITY COMMENTS	4	JL	JS
01/15/2020	REVISED PER CITY COMMENTS	5	JL	JS
01/15/2020	REVISED PER CITY COMMENTS	6	JL	JS
01/15/2020	REVISED PER CITY COMMENTS	7	JL	JS
01/15/2020	REVISED PER CITY COMMENTS	8	JL	JS
01/15/2020	REVISED PER CITY COMMENTS	9	JL	JS
01/15/2020	REVISED PER CITY COMMENTS	10	JL	JS

LEGEND

PROPOSED RETAINING WALL	PROPOSED DRAIN INLET	PROPOSED STORM PIPE	CATCH BASIN	SECTIONED TREATMENT AREA	PROPOSED ASPHALT PAVEMENT	PROP. PAVT. ELEVATION	PROP. FINISH ELEVATION	PROP. FINISH GROUND ELEVATION	PROP. FINISH FLOOR ELEVATION
1" = 10'	1" = 10'	1" = 10'	1" = 10'	1" = 10'	1" = 10'	1" = 10'	1" = 10'	1" = 10'	1" = 10'

VOLUME CALCULATIONS

ASPH. PAVT. 1.5' THICK
FINISH GROUND 1.5' THICK
FINISH FLOOR 1.5' THICK
TOTAL 4.5' THICK
NET: 13,625 CY
* BASED ON 1.5' THICK LAYER OF 1.5' THICK



PROPOSED LOCATION OF EXISTING UTILITY

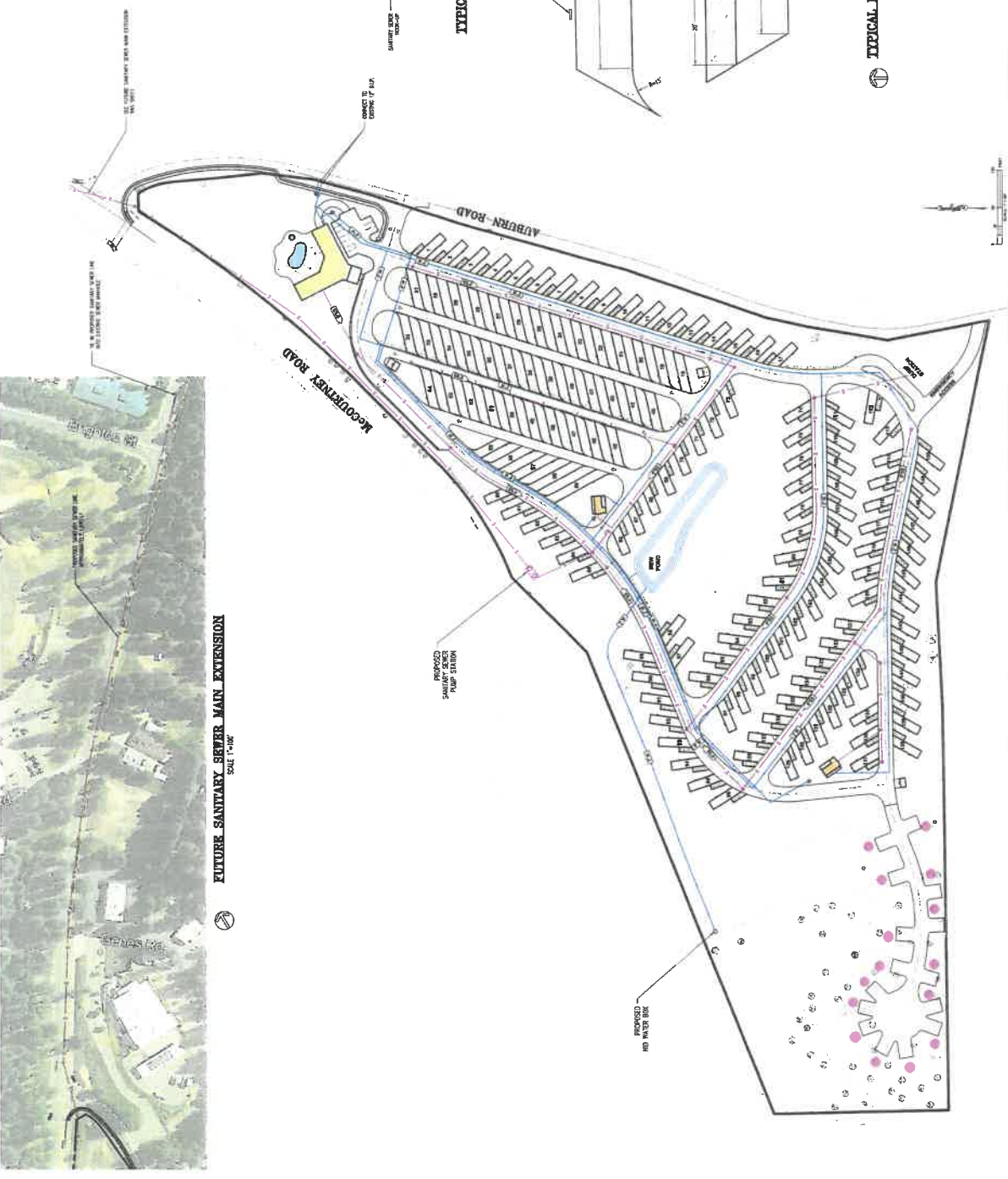
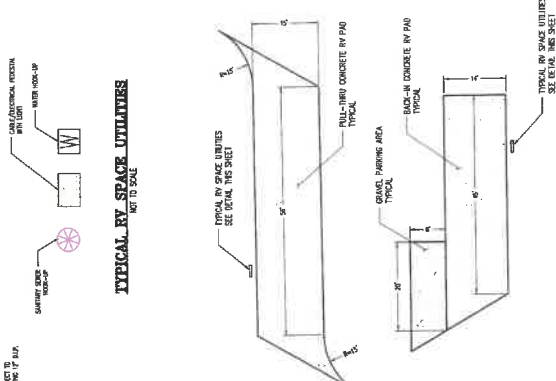
**GRASS VALLEY RV PARK
11425 MCCOURTNEY ROAD
PRELIMINARY UTILITY PLAN**

DATE	DESCRIPTION	REV.
04/10/2020	001	01
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06/11/2020	003	01
07/11/2020	004	01
08/11/2020	005	01
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05/19/2028	098	01
06/19/2028	099	01
07/19/2028	100	01

C3.0

LEGEND

PROPOSED SANITARY LINE	PROPOSED WATER LINE	PROPOSED JOINT UTILITY TRENCH	PROPOSED FIRE TRENCH	PROPOSED WATER METER	PROPOSED SEWER MANHOLE	PROPOSED SEWER CLEANOUT
PROPOSED SANITARY LINE	PROPOSED WATER LINE	PROPOSED JOINT UTILITY TRENCH	PROPOSED FIRE TRENCH	PROPOSED WATER METER	PROPOSED SEWER MANHOLE	PROPOSED SEWER CLEANOUT



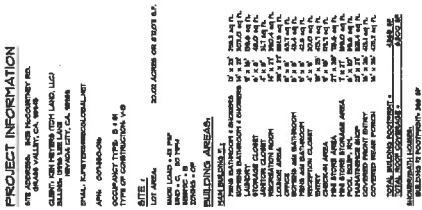
FUTURE SANITARY SEWER MAIN EXTENSION
SCALE 1"=40'

GRASS VALLEY RV RESORT
11425 McCOURTNEY ROAD

[illegible]

**GRAHAM KRAUSE
ARCHITECT**
16965 Old Downieville Hwy
Nevada City, CA. 95959
530.277.3305
Grahamkrause@gmail.com

GKA

[illegible]

AN ADDITIONAL 1,300 SF OF DETACHED BATHHOUSE BUILDINGS ON SITE. THE 1,300 SF BATHHOUSE BUILDINGS WILL BE CONSTRUCTED AT THE SAME TIME AS THE 1,300 SF BATHHOUSE BUILDINGS. THE 1,300 SF BATHHOUSE BUILDINGS WILL BE CONSTRUCTED AT THE SAME TIME AS THE 1,300 SF BATHHOUSE BUILDINGS.

ARTIST
REMARKS
THIRD MODULAR CRY

EC-RESEARCH POLYMER SYSTEMS	EC-RESEARCH POLYMER SYSTEMS	EC-RESEARCH POLYMER SYSTEMS	EC-RESEARCH POLYMER SYSTEMS

PROJECT TEAM:

767 King Oak
Arlington, VA
703/261-2644

OWE, ENGINEERING,
Mechanical Planning & Engineering
4700 Sunset way at 20
Green Valley, Ca.
920-446-9718

[illegible][illegible]

AYDA COUNT

NO. 1-808

		WGT	ATM	1
		NO.	PLATE	STAY
		PRO	SI	NON T
			STM	948
	ADN		GRO	CHEV

PAGE 0

A2



DESIGN CHANGE
The new design of the 1997 Dodge Stratus is a result of the company's commitment to design excellence. The new design is a result of the company's commitment to design excellence.

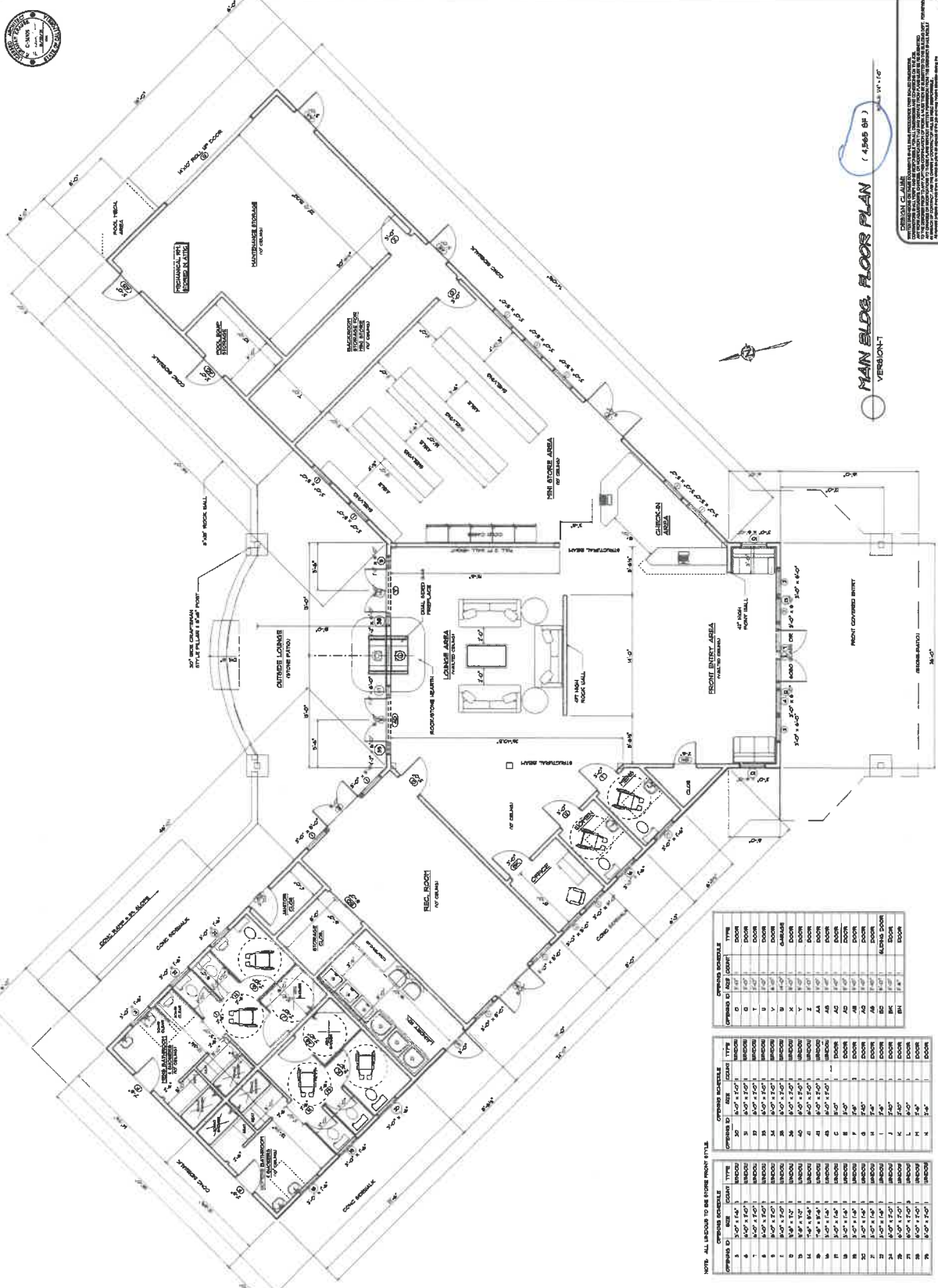


DRAGAGE DESIGN
ARCHITECTURAL
3000 N. 10TH AVE.
SUITE 100
DENVER, CO 80202
TEL: 303.733.1100
WWW.DRAGAGEDESIGN.COM

MAIN BUILDING FLOOR PLAN

GRASS VALLEY RV RESORT
1425 MCCOURNEY ROAD
GRASS VALLEY, CA
ARCHITECT: DRAGAGE DESIGN
DATE: 02-10-2014

PROJECT: GRASS VALLEY RV RESORT
SHEET: A3
DATE: 02-10-2014

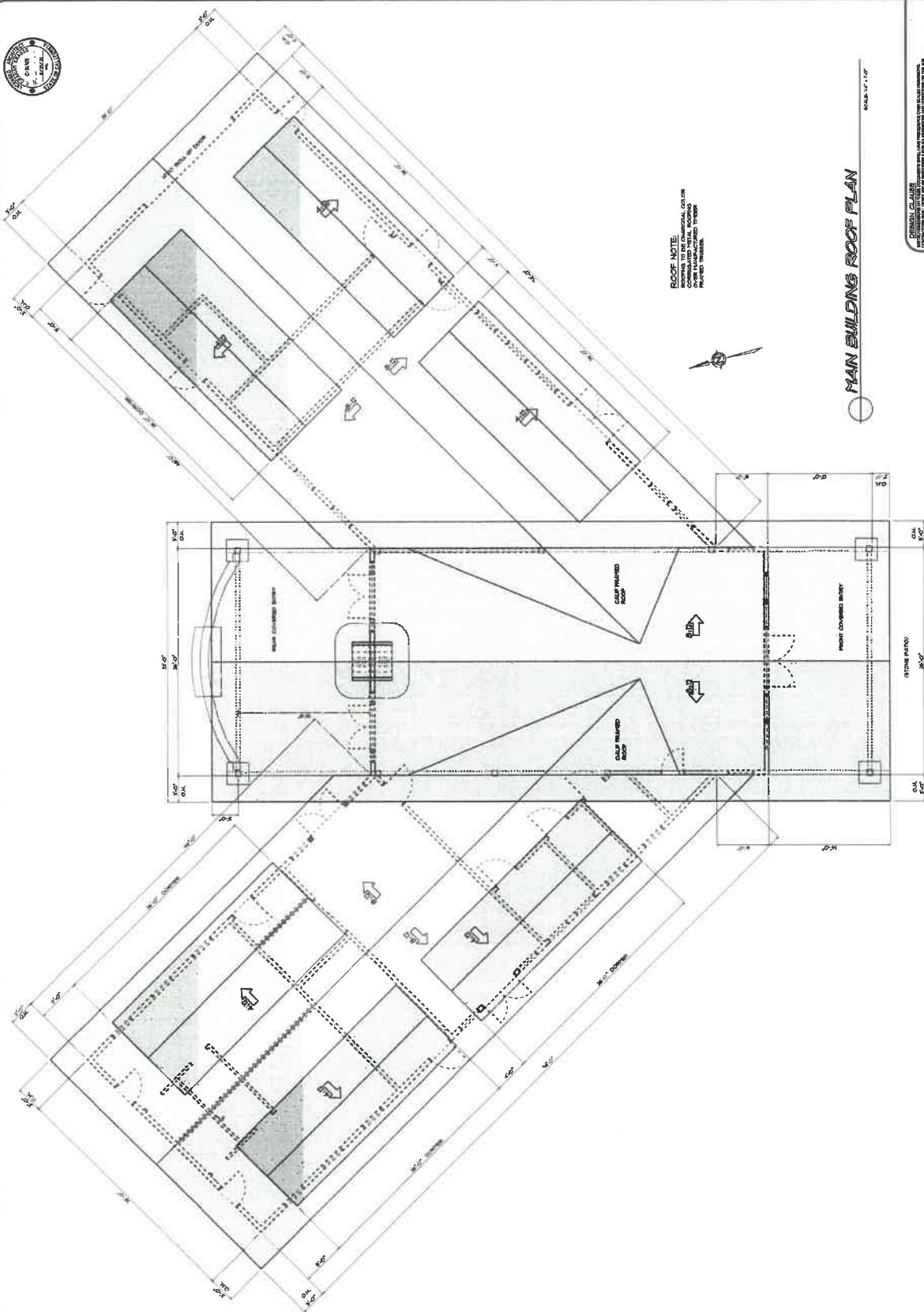


MAIN BUILDING FLOOR PLAN (4546 SQ. FT.)
VERSION: 1

DESIGNER: DRAGAGE DESIGN
ARCHITECT: DRAGAGE DESIGN
DATE: 02-10-2014
SHEET: A3
PROJECT: GRASS VALLEY RV RESORT
1425 MCCOURNEY ROAD
GRASS VALLEY, CA
ARCHITECT: DRAGAGE DESIGN
DATE: 02-10-2014

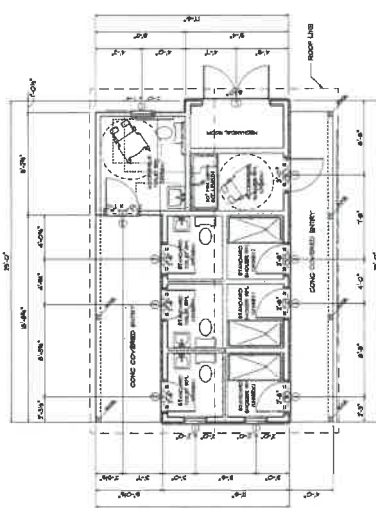
NOTE: ALL WINDOWS TO BE ABOVE HOOKS 4" MIN.

OPENING ID	SIZE	COUNT	TYPE	OPENING ID	SIZE	COUNT	TYPE
1	3'-0" x 6'-0"	1	WINDO	16	3'-0" x 6'-0"	1	WINDO
2	3'-0" x 6'-0"	1	WINDO	17	3'-0" x 6'-0"	1	WINDO
3	3'-0" x 6'-0"	1	WINDO	18	3'-0" x 6'-0"	1	WINDO
4	3'-0" x 6'-0"	1	WINDO	19	3'-0" x 6'-0"	1	WINDO
5	3'-0" x 6'-0"	1	WINDO	20	3'-0" x 6'-0"	1	WINDO
6	3'-0" x 6'-0"	1	WINDO	21	3'-0" x 6'-0"	1	WINDO
7	3'-0" x 6'-0"	1	WINDO	22	3'-0" x 6'-0"	1	WINDO
8	3'-0" x 6'-0"	1	WINDO	23	3'-0" x 6'-0"	1	WINDO
9	3'-0" x 6'-0"	1	WINDO	24	3'-0" x 6'-0"	1	WINDO
10	3'-0" x 6'-0"	1	WINDO	25	3'-0" x 6'-0"	1	WINDO
11	3'-0" x 6'-0"	1	WINDO	26	3'-0" x 6'-0"	1	WINDO
12	3'-0" x 6'-0"	1	WINDO	27	3'-0" x 6'-0"	1	WINDO
13	3'-0" x 6'-0"	1	WINDO	28	3'-0" x 6'-0"	1	WINDO
14	3'-0" x 6'-0"	1	WINDO	29	3'-0" x 6'-0"	1	WINDO
15	3'-0" x 6'-0"	1	WINDO	30	3'-0" x 6'-0"	1	WINDO
31	3'-0" x 6'-0"	1	WINDO	32	3'-0" x 6'-0"	1	WINDO
33	3'-0" x 6'-0"	1	WINDO	34	3'-0" x 6'-0"	1	WINDO
35	3'-0" x 6'-0"	1	WINDO	36	3'-0" x 6'-0"	1	WINDO
37	3'-0" x 6'-0"	1	WINDO	38	3'-0" x 6'-0"	1	WINDO
39	3'-0" x 6'-0"	1	WINDO	40	3'-0" x 6'-0"	1	WINDO
41	3'-0" x 6'-0"	1	WINDO	42	3'-0" x 6'-0"	1	WINDO
43	3'-0" x 6'-0"	1	WINDO	44	3'-0" x 6'-0"	1	WINDO
45	3'-0" x 6'-0"	1	WINDO	46	3'-0" x 6'-0"	1	WINDO
47	3'-0" x 6'-0"	1	WINDO	48	3'-0" x 6'-0"	1	WINDO
49	3'-0" x 6'-0"	1	WINDO	50	3'-0" x 6'-0"	1	WINDO
51	3'-0" x 6'-0"	1	WINDO	52	3'-0" x 6'-0"	1	WINDO
53	3'-0" x 6'-0"	1	WINDO	54	3'-0" x 6'-0"	1	WINDO
55	3'-0" x 6'-0"	1	WINDO	56	3'-0" x 6'-0"	1	WINDO
57	3'-0" x 6'-0"	1	WINDO	58	3'-0" x 6'-0"	1	WINDO
59	3'-0" x 6'-0"	1	WINDO	60	3'-0" x 6'-0"	1	WINDO
61	3'-0" x 6'-0"	1	WINDO	62	3'-0" x 6'-0"	1	WINDO
63	3'-0" x 6'-0"	1	WINDO	64	3'-0" x 6'-0"	1	WINDO
65	3'-0" x 6'-0"	1	WINDO	66	3'-0" x 6'-0"	1	WINDO
67	3'-0" x 6'-0"	1	WINDO	68	3'-0" x 6'-0"	1	WINDO
69	3'-0" x 6'-0"	1	WINDO	70	3'-0" x 6'-0"	1	WINDO
71	3'-0" x 6'-0"	1	WINDO	72	3'-0" x 6'-0"	1	WINDO
73	3'-0" x 6'-0"	1	WINDO	74	3'-0" x 6'-0"	1	WINDO
75	3'-0" x 6'-0"	1	WINDO	76	3'-0" x 6'-0"	1	WINDO
77	3'-0" x 6'-0"	1	WINDO	78	3'-0" x 6'-0"	1	WINDO
79	3'-0" x 6'-0"	1	WINDO	80	3'-0" x 6'-0"	1	WINDO
81	3'-0" x 6'-0"	1	WINDO	82	3'-0" x 6'-0"	1	WINDO
83	3'-0" x 6'-0"	1	WINDO	84	3'-0" x 6'-0"	1	WINDO
85	3'-0" x 6'-0"	1	WINDO	86	3'-0" x 6'-0"	1	WINDO
87	3'-0" x 6'-0"	1	WINDO	88	3'-0" x 6'-0"	1	WINDO
89	3'-0" x 6'-0"	1	WINDO	90	3'-0" x 6'-0"	1	WINDO
91	3'-0" x 6'-0"	1	WINDO	92	3'-0" x 6'-0"	1	WINDO
93	3'-0" x 6'-0"	1	WINDO	94	3'-0" x 6'-0"	1	WINDO
95	3'-0" x 6'-0"	1	WINDO	96	3'-0" x 6'-0"	1	WINDO
97	3'-0" x 6'-0"	1	WINDO	98	3'-0" x 6'-0"	1	WINDO
99	3'-0" x 6'-0"	1	WINDO	100	3'-0" x 6'-0"	1	WINDO

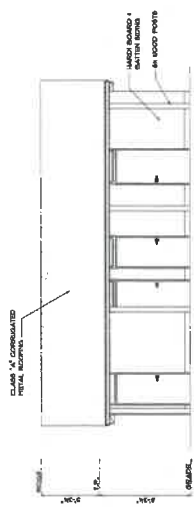


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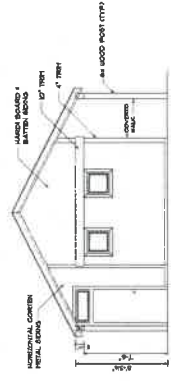




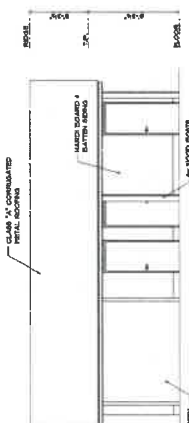
BATHROOM/SHOWER FLOOR PLAN



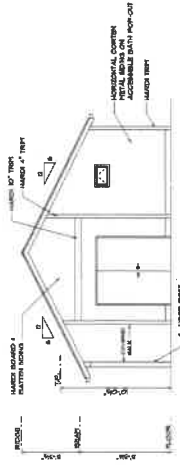
FRONT ELEVATION
BATHROOM/SHOWER BLDG



LEFT ELEVATION
BATHROOM/SHOWER BLDG



REAR ELEVATION
BATHROOM/SHOWER BLDG



RIGHT ELEVATION
BATHROOM/SHOWER BLDG



FRONT CONCEPTUAL



REAR CONCEPTUAL

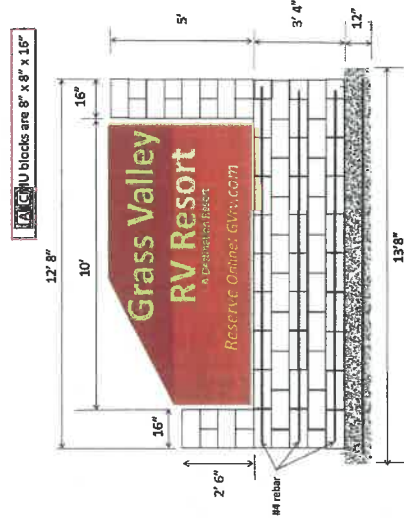


RIGHT CONCEPTUAL

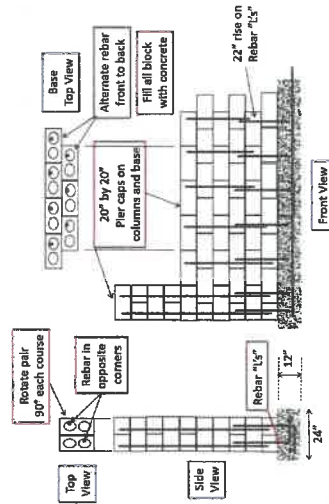
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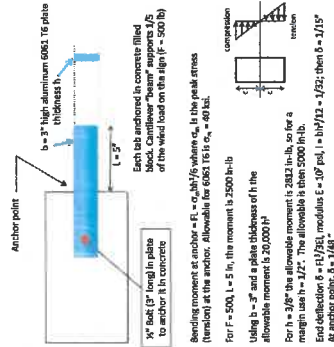
SITE MAP AND CONCEPTUAL



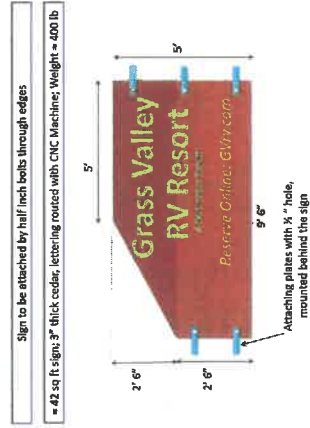
SIXTH GRADE



SIGNAGE DETAILS



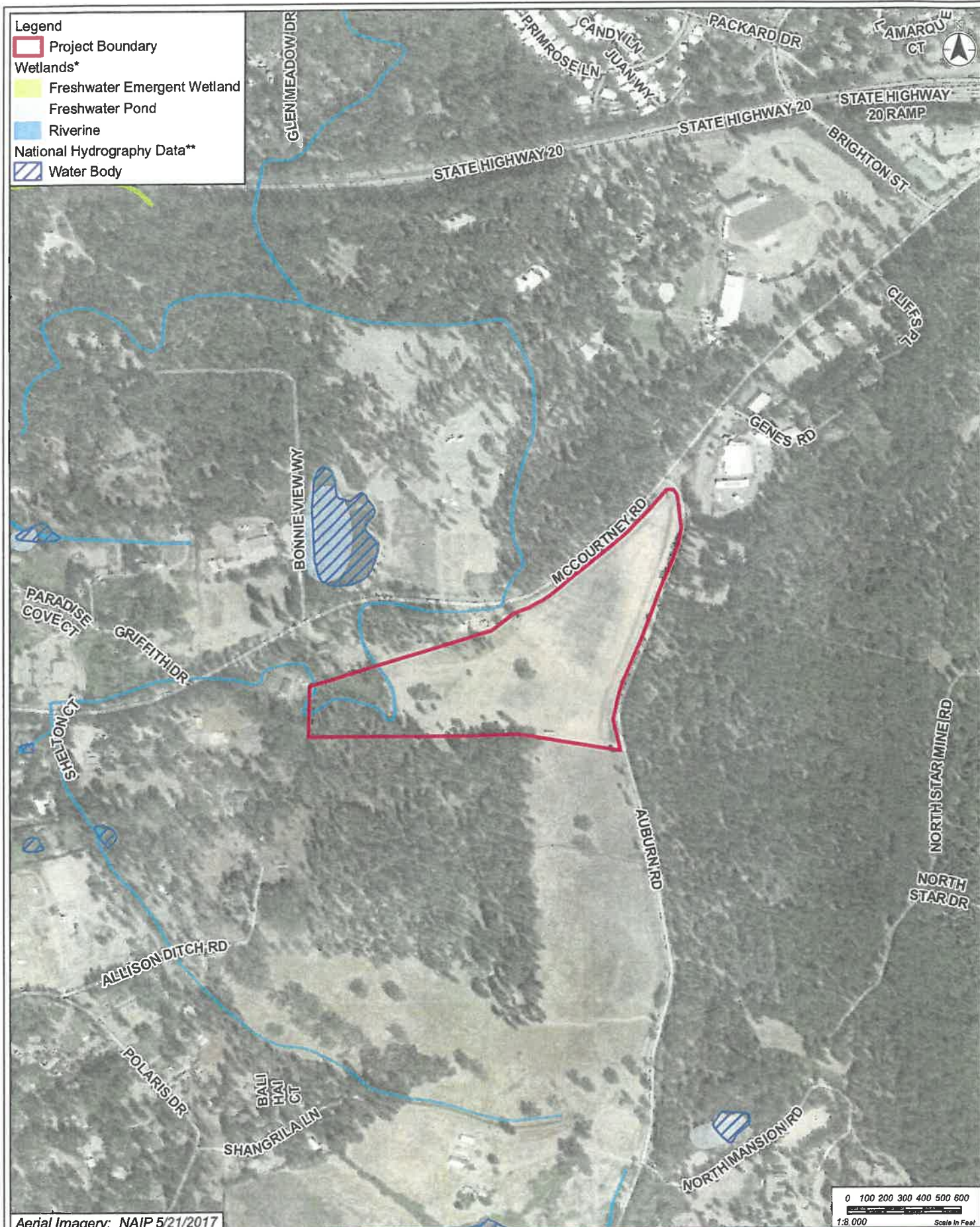
SIGNAGE STRUCTURAL



SIGNAGE DIMENSIONS

PEDIAN CLAIMS

Emission Calculation Summary						
Calculation Cell Description		Units	Max	Min	Avg/Min	Max/Min
Area at Restroom 1		Fc	1.43	7.9	0.1	79.00
Area at Restroom 2		Fc	1.35	8.1	0.1	81.00
Area at Restroom 3		Fc	0.23	3.7	0.0	N.A.
Parking Area 1		Fc	2.40	6.3	0.6	20.50
Parking Area 2		Fc	0.13	4.4	0.0	N.A.



GREG MATUZAK
Environmental Consulting LLC
Nevada City, CA

* Data downloaded from <https://www.fws.gov/wetlands/Data/Data-Download.html> 3/6/2019
** National Hydrography Dataset (NHD) downloaded from <http://nhd.usgs.gov> March, 2019

Parcel No.: 007-550-016-000

ATTACHMENT 2

Figure 5. Wetlands and Water Features Map

ÆΘΖ



FIGURE 2. NORTH STAR RANCH BIOLOGICAL RESOURCES