

Community Development Agency

Planning Department

PH: (530) 265-1222 ext. 2 FAX: (530) 265-9854

Memorandum

Date: August 7, 2024

To: Nevada County Planning Commission

From: Kyle Smith, Senior Planner 🐼

Subject: Alpenglow Timber Use Permit Additional Public Comments

Dear Commissioners,

Attached to this memo are additional comments that were submitted after the completion of the project Staff Report for consideration by the Planning Commission and to be added to the public record. Comments include support for the proposed project, concerns related to noise, air quality, transportation and road safety, land use incompatibility, and the adequacy of environmental review, as well as clarifying addendums to air quality, traffic, and noise technical analyses prepared by the respective specialists. No new issues were raised in these comments that weren't already addressed in project Staff Report and proposed Initial Study/Mitigated Negative Declaration.

California Environmental Quality Act

One comment received from an attorney, Donald Mooney, raises a California Environmental Quality Act (CEQA) argument that the environmental review conducted for the Initial Study/ Mitigated Negative Declaration (IS/MND) was flawed and that an Environmental Impact Report (EIR) must be prepared. In reviewing a public agency's decision to proceed with a MND in lieu of an EIR, the 'fair argument standard' applies. Under the fair argument standard, in order to require an EIR in lieu of an MND, the project opponents bear the burden of establishing that there is 'substantial evidence in the record' to support a fair argument that the project may have a significant adverse effect on the environment. As a result, the fair argument must be supported by substantial evidence.

California Code of Regulations dictates that substantial evidence includes facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts, but shall not include argument, speculation, unsubstantiated opinion or narrative, evidence which is clearly erroneous or inaccurate, or evidence of social or economic impacts which do not contribute to or are not caused by physical impacts on the environment. Substantial evidence can include technical reports, documented data, and expert testimony or information that a reasonable person would rely on to prove or disprove a conclusion and the fact finder reasonably determines is credible. Opinions, speculation and conjecture regarding potential impacts do not amount to substantial evidence. In this case, no substantial evidence has been identified that the project may have a significant effect on the environment and although the letter includes comments related to the adequacy and scope of the noise analysis, it does not cite to any specific evidence of a potentially significant impact. Furthermore, the project acoustic specialist responded to the comments and provided evidence that the acoustic

analysis conducted for the proposed project is adequate and the project is not expected to cause a significant adverse noise impact.

Impacts to neighboring parcels do not necessarily amount to significant impacts to the environment pursuant to CEQA. In reviewing the more than 700 pages of comments on the MND, it does not appear that any comments identify substantial evidence of a fair argument that the proposed project would cause a significant adverse impact on the environment. The majority of the comments focused on dissatisfaction with the location of the proposed project, individual opinions, and speculation, but do not provide evidence of potentially significant impacts. Throughout the land use entitlement and environmental review processes, substantive comments on potential impacts appear to have been addressed and written responses provided in the record. The evidence in the record supports the decision to rely on a MND rather than requiring an EIR.

Addendums to Technical Impact Analyses

On August 2, 2024, the project representative submitted three addendums to technical impact analyses prepared by the project's air quality professionals (RCH Group), acoustic professionals (Saxelby Acoustics), and transportation professionals (LSC Transportation) to respond to comments and concerns submitted to the Planning Department. The addendums include an analysis of a potential "busiest day" of activity on the project site in order to provide additional clarity of potential project impacts on a more granular level. Average activity levels analyzed under initial impact analyses included high volume 'busiest day' scenarios as well as lower volume scenarios to provide a reasonably foreseeable total impact to respective environmental categories.

Under the 'busiest day' scenario, the traffic impact analysis identified 81 daily trips could be expected with 11 of those trips occurring during peak hours, compared to the average 61 daily trips and 7 peak hour trips identified in the IS/MND and Staff Report. Compared to the average activity levels described in the initial analysis which took into account higher and lower volume days, this is an increase of 20 daily trips and 4 peak hour trips for a potential 'busiest day' scenario, however the average trip distribution assumptions from the initial analysis remains unchanged. No new impacts or potentially significant impacts were identified under the 'busiest day' scenario and the proposed mitigation measures include all feasible mitigation and are still adequate and appropriate to reduce impacts to less than significant levels. As a result, the project is not expected to cause a significant transportation-related adverse impact.

Project related noise impacts were also analyzed using the potential 'busiest day' scenario and reflect the increased trip generation identified by the transportation impact analysis addendum. Under the 'busiest day' scenario, noise generated along roadways due to project activities would increase slightly and result in a change of approximately 4.6 decibels, compared to a 4.2 decibel average along Klondike Flat Road, which took into account both higher and lower volume days. The potential 'busiest day' impacts do not exceed the thresholds identified by the federal criteria, no new or potentially significant impacts were identified under the 'busiest day' scenario, and no additional mitigation measures are necessary to reduce potential noise impacts to a less than significant level.

The air quality analysis of the potential 'busiest day' scenario identified reductions in transportationrelated greenhouse gas (GHG) emissions and air quality impacts due to the nature of replacing longer trips to sawmills in other locations in California. Under the 'busiest day' scenario, net emissions of all criteria pollutants would be reduced compared to the average emissions identified in the initial analysis. No new impacts or potentially significant impacts were identified under the 'busiest day' scenario, and the mitigation measures included in the Mitigation Monitoring and Reporting program encompass all feasible mitigation required to reduce potential air quality impacts to a less than significant level. Similar to other environmental categories discussed above, the project is not expected to cause a significant impact to air quality even under the 'busiest day' scenario.

Attachments:

1. Additional comments received after completion of project Staff Report

LSC Transportation Consultants, Inc.



2690 Lake Forest Road, Suite C P.O. Box 5875 Tahoe City, CA 96145 530-583-4053 FAX: 530-583-5966 info@lsctahoe.com www.lsctrans.com

July 31, 2024

Dave Mercer Cross Check Services, LLC P.O. Box 3713 Olympic Valley, CA 96146

RE: SR 89 Sawmill Traffic Impact Analysis – 2024 Addendum

Dear Mr. Mercer:

Per your request, LSC Transportation Consultants, Inc. has prepared an addendum to the *SR 89 Sawmill Traffic Impact Analysis and VMT Report* (LSC, May 2022). The proposed project is located at 10375 Silverado Way in unincorporated Nevada County just north of the Town of Truckee. Previously (in the 2022 report), the project assumed a total of 10 log trucks hauling wood material to the site on a busy summer day, 4 lumber trucks hauling away from the site, and 8 employee housing units. The revised project will now assume a total of 20 log trucks hauling wood to the site, 8 lumber trucks hauling away from the site, and 6 employee housing units. Additionally, it is now assumed that under existing conditions 4 log trucks are currently hauling logs to the site. This existing use is covered under the project site Log Storage Permit.

Trip Generation

Trip generation is the evaluation of the number of vehicle-trips that will either have an origin or destination at the project site. In the original trip generation analysis, the total number of trips generated by the original project is 61 daily trips with 7 trips occurring in the peak hour. The following shows the trip generation analysis of the updated land uses.

Log Trucks Hauling Material to the Site

A total of 20 trucks are proposed to haul logs to the site on a busy summer day. Currently 2 of these trucks are hauling the same material to the Hobart Mills area and 4 are hauling this material to the site, therefore 14 of the trucks would be new trips in the area. Each truck load involves a full log truck entering the site and an empty truck exiting the site. A total of 40 trips are associated with the log trucks with 8 existing, 4 redirected from Hobart Mills area and 28 new trips daily, as shown in Table 1.

Trucks Hauling Material away from the Site

Lumber products will be hauled away from the site in 8 trucks per day. Currently 4 of these trucks are hauling the firewood from Hobart Mills area, therefore 4 of the trucks would be new trips in the area. This would equate to 16 one-way truck trips per day with 8 existing firewood trips and 8 new lumber trips per day as shown in Table 1.

Service Vehicles

One service vehicle such as a garbage collection truck is expected to visit the site over the course of a peak day. Currently the service vehicle goes to the Hobart Mills area.

Residential Trip Generation

A total of 6 employee housing units are proposed to be constructed. Consistent with the 2022 analysis, standard rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition (2021) were used for the employee housing portion of the project. The most appropriate land use category for these units is ITE Code 223 – Affordable Housing, as each unit contains two bedrooms and is meant to accommodate two employees. Additionally, since employees will not have to drive to work, a 20 percent reduction was made to the trip generation for work trips which stay on site.

Total Trip Generation

In summary, as shown in Table 1, the total number of trips generated by the proposed project is 81 daily trips with 11 trips occurring in the peak hour. Of these trips 59 daily trips and 8 peak hour trips are new, the remainder are existing trips.

Compared to the 2022 analysis, this is an increase of 20 daily trips and 4 peak hour trips.

The trip distribution assumptions from the 2022 analysis is unchanged. Figures 1 and 2 show the project generated trips distributed for the PM peak hour and over the course of a day respectively.

Level of Service

The level of service at SR 89/Klondike Road under the original project was 10.2 seconds of delay (LOS B) for the existing plus project scenario. As only 4 peak hour vehicles will be added to the intersection (when compared to the original study), the LOS will remain the same and continue to be acceptable with the project.

Driver Sight Distance

As the site driveway location and alignment remains unchanged, the conclusions of acceptable sight distance from the original study is still applicable.

Turn Lanes

As only 4 additional peak hour vehicles (or 6 passenger car equivalent) will be added to the roadway when compared to the original study, turn lanes and acceleration lanes will again not be warranted or recommended.

Vehicle Miles Traveled

Vehicle-Miles Traveled (VMT) is a measure of the total traffic activity generated by a project. In the original study, the net VMT impact of the project was a <u>reduction</u> of 1,639 daily VMT on a busy summer day.

Using the same methodology, the net impact of the updated project is a <u>reduction</u> of 3,267 VMT, as shown in Table 2.

Local Impact Analysis

The change in land uses will not change the proposed roadway paving impacts or bicycle safety. As such there are no local impacts identified.

Sensitivity Analysis

To better understand the site, a sensitivity analysis was performed to determine how many additional vehicles would be needed to degrade the intersection to an unacceptable LOS. The LOS threshold to degrade the intersection from LOS C to LOS D is 25 seconds. The project generated trips were multiplied by a factor of 20. Even with such a large factor applied, the LOS remained at an acceptable LOS C.

A sensitivity analysis was also performed on the turn lane warrant analysis. Increasing the project generated volumes by a factor of 20 warranted a northbound left-turn lane. Increasing the project generated volumes by a factor of 5 can safely be applied to the project without warranting the left turn-lane warrant.

Due to the relatively low southbound volumes, a factor of 20 can safely be applied to the project generated volumes and the right turn-lane warrant will still not be met.

Conclusions

The following conclusions are made based on this analysis:

- The total number of trips generated by the project is 81 daily trips with 11 occurring in the peak hour. Of these trips, 59 daily trips and 8 peak hour trips are new, the remainder are existing trips or trips that would have gone to/from the Hobart Mills area.
- The proposed project is an increase of 20 daily trips and 4 peak hour trips from the original study.
- Intersection LOS at SR 89/Klondike Road meets the County standard without and with the project.
- No new turn lanes or acceleration lanes are necessary at SR 89/Klondike Road with the project.
- The project's net VMT impact would be a reduction in VMT compared to not having a sawmill in the area.
- Increasing the project generated trips by a factor of 20 would still keep the intersection at an acceptable LOS.
- Increasing the project generated trips by a factor of 5 would not warrant the left turn-warrant. The project generated trips can be increased by a factor of 20 and would not warrant the right turn-warrant.

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Please contact our office at (530) 583-4053 with any questions or comments pertaining to this analysis.

LSC Transportation Consultants, Inc.

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Leslie Suen, PE, Principal LSC Transportation Consultants, Inc.

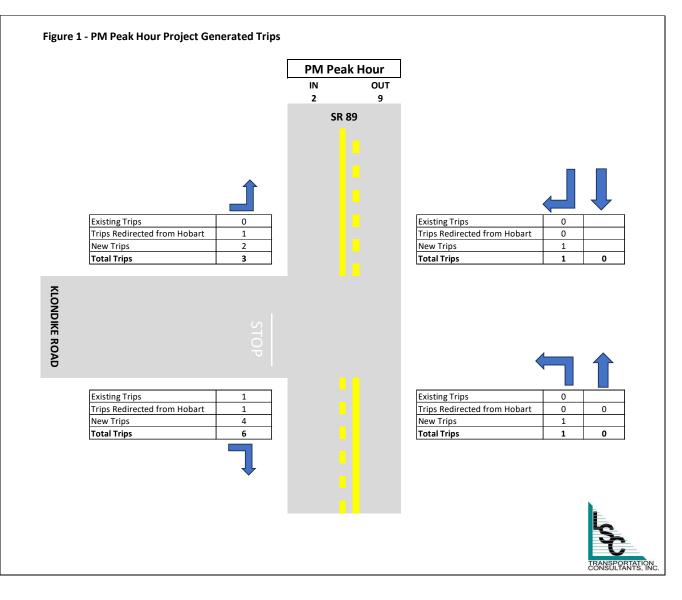
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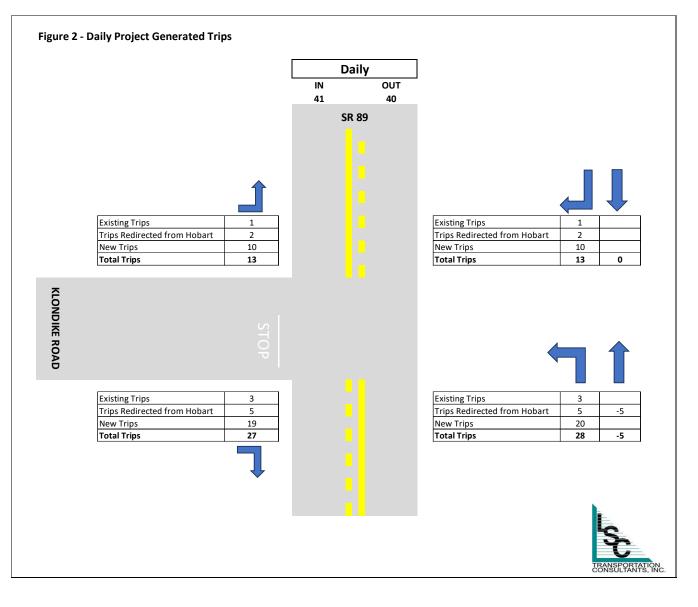
Tables 1,2 Figures 1,2

			PN	/I Peak H	our	0	Daily Trip	os
Land Use	Quantity	Units	In	Out	Total	In	Out	Tota
Twisting Trins								
Existing Trips		Turrelie	0	4	4			0
Log Trucks Hauling Wood to Project Site ¹	4	Trucks	0	1	1	4	4	8
Log Trucks Hauling Wood to Hobart Mills	2	Trucks	0	1	1	2	2	4
Firewood Trucks Hauling Away from Hobart Mills	4	Trucks	0	1	1	4	4	8
Service Vehicles	1	Trucks	0	0	0	1	1	2
Subtotal of Existing Trips			0	3	3	11	11	22
New Trips With Project								
og Trucks Hauling Wood to Project Site	14	Trucks	1	4	5	14	14	28
umber Trucks Hauling Away from Project Site	4	Trucks	0	1	1	4	4	8
Employee Housing ²	6	DU	1	1	2	12	11	23
Subtotal of New Trips			2	6	8	30	29	59
Total Trips								
 og Trucks Hauling Wood to Project Site	20	Trucks	1	6	7	20	20	40
Trucks Hauling Away from Project Site	8	Trucks	0	2	2	8	8	16
Service Vehicles	1	Trucks	0	0	0	1	1	2
Employee Housing ²	6	DU	1	1	2	12	11	23
Fotal Trips			2	9	11	41	40	81
-								
Note 1: Based on Project Site Log Storage Permit								
Note 2: Includes (20% reduction for onsite work trips)								

Table 1: SR 89 Sawmill - Trip Generation Peak Day Scenario

Table 2: SR 89 Sawmill - Vehicle Miles T	raveled (VM	Г)	
		Trip Length	
Origin/Destination	Daily Trips	(miles)	Daily VMT
New Truck Trips	36	15	540
Average Alternative Location for Sawmill Trips	58	70	-4,060
Net Impact of Sawmill			-3,520
Residential Vehicle Trips	23	11	253
Net VMT Impact of Project			-3,267







MEMORANDUM

TO: Gavin Ball
FROM: Dan Jones, Senior Associate, RCH Group
DATE: August 2, 2024
SUBJECT: Alpenglow Sawmill Peak Daily Traffic Emissions
ATTACHMENT: Peak Daily Traffic Emissions Modeling Outputs

Introduction

The *Air Quality Technical Report* (November 2023) evaluated traffic emissions consistent with the trip generation and vehicle miles traveled (VMT) estimates from the *SR 89 Sawmill Traffic Impact Analysis and VMT Report* by LSC Transportation Consultants, Inc. (May 2022). LSC prepared an Addendum to their *Report* (July 2024) to evaluate a "worst case" daily traffic scenario at the proposed facility. This Memo quantifies the emissions from the "worst case" daily traffic scenario for comparison to the emissions disclosed in the *Air Quality Technical Report*.

Analysis

The *Air Quality Technical Report* estimated traffic emissions based on Table 4 from LSC's 2022 *Report*, shown below:

Table 4: SR 89 Sawmill - Ve	ehicle Miles Ti	raveled (VM	7)
Origin/Destination	Daily Trips	Trip Length (miles)	Daily ∀MT
New Sawmill Trips	8	15	120
Average Alternative Location for Sawmill Trips	30	70	2,100
Net Impact of Sawmill			-1,980
Residential Trips	31	11	341
Net VMT Impact of Project			-1,639
Source: LSC Transportation Consultants, I	nc.		

VMT estimates were updated in Table 2 from LSC's 2024 Addendum to represent the "worst case" daily traffic scenario at the proposed facility, shown below:



Table 2: SR 89 Sawmill - Vehicle Miles T	Traveled (VM	Т)	
		Trip Length	
Origin/Destination	Daily Trips	(miles)	Daily VMT
New Truck Trips	36	15	540
Average Alternative Location for Sawmill Trips	58	70	-4,060
Net Impact of Sawmill			-3,520
Residential Vehicle Trips	23	11	253
Net VMT Impact of Project			-3,267
Source: LSC Transportation Consultants, Inc.			

As shown in the two LSC traffic tables above, the Air Quality Technical Report assumed a net VMT of -1,639, while a "worst case" traffic day at the proposed facility would result in a net VMT of -3,267. "Worst case" daily traffic emissions were estimated in using CARB's emission factor model, EMFAC, using the same modeling assumptions (vehicle categories, emission factors, etc.) assumed in the Air Quality Technical Report. Table 1 displays the "worst case" daily traffic scenario air quality emissions and compares them to the air quality emissions disclosed in the Air Quality Technical Report.

	-	•	lity Emissions						
Source	ROG	CO	NO _x	PM ₁₀	PM _{2.5}				
	Air Quality Technical Report Scenario								
Employee Vehicles	0.01	0.7	0.06	<0.01	<0.01				
Offsite Haul Trucks	(0.06)	(0.34)	(6.81)	(0.60)	(0.25)				
Total	(0.05)	0.36	(6.75)	(0.60)	(0.25)				
		Worst Case Sc	enario						
Employee Vehicles	0.01	0.52	0.05	<0.01	<0.01				
Offsite Haul Trucks	(0.11)	(0.60)	(12.11)	(1.06)	(0.45)				
Total	(0.10)	(0.08)	(12.06)	(1.06)	(0.45)				
		Net Emissio	ons						
Employee Vehicles	(0.00)	(0.18)	(0.01)	(0.00)	(0.00)				
Offsite Haul Trucks	(0.05)	(0.26)	(5.30)	(0.46)	(0.20)				
Net Total	(0.05)	(0.44)	(5.31)	(0.47)	(0.20)				

Table 1. Not Daily Traffic Air Quality Emissions (lbs/day)

Source: CARB EMFAC Emissions Model.



Table 2 displays these "worst case" daily traffic scenario greenhouse gas (GHG) emissions and compares them to the GHG emissions disclosed in the *Air Quality Technical Report*.

Emission Source	CO₂e Metric Tons								
Air Quality Technical Report Scenario									
Employee Vehicles	37								
Offsite Haul Trucks	(1,153)								
Total	(1,116)								
Worst Case Sc	renario								
Employee Vehicles	28								
Offsite Haul Trucks	(2049)								
Total	(2,021)								
Net Emissi	ons								
Employee Vehicles	(9)								
Offsite Haul Trucks	(896)								
Net Total	(905)								

Table 2: Net Daily Traffic GHG Emissions (metric tons/year)

Conclusion

As shown in **Tables 1** and **2**, assuming a "worst case" daily traffic scenario would result in reduction in air quality and GHG emissions compared to the emissions disclosed in the *Air Quality Technical Report*. Significance determinations and conclusions from the *Air Quality Technical Report* would remain unchanged (less than significant or less than significant with mitigation incorporated).

Sincerely,

David & Daves

Dan Jones Senior Associate RCH Gro

ATTACHMENT

Peak Daily Traffic Emissions Modeling Outputs

- 1. Peak Daily Operational Employee Vehicle Emissions
- 2. Peak Daily Offsite Haul Truck Emissions

Peak Daily Operational Employee Vehicle Emissions

Daily				Emissior	n Factor (g/	'mile)				Daily Emissions (pounds/day)						Annual Emissions (tons/year)						Annual Emissions (metric tons/year)	
VMT	ROG	CO	NOX	CO2	CH4	N2O	PM10	PM2.5	SO2	ROG	CO	NOX	PM10	PM2.5	SO2	ROG	CO	NOX	PM10	PM2.5	SO2	CO2e	gal gasoline
253	0.01	0.94	0.08	297	0.003	0.007	0.02	0.01	0.003	0.01	0.52	0.05	0.01	0.00	0.00	0.00	0.10	0.01	0.00	0.00	0.00	28	3,098

23 daily trips 11 miles per one way trip 8.91 kg/CO2/gal

Source: LSC Transportation Consultants, Inc. 2024

Peak Daily Operational Offsite Haul Truck Emissions

Daily				Emissior	n Factor (g/	mile)				Daily Emissions (pounds/day)						Annual Emissions (tons/year)						Annual Emissions (metric tons/year)	
VMT	ROG	CO	NOX	CO2	CH4	N2O	PM10	PM2.5	SO2	ROG	CO	NOX	PM10	PM2.5	SO2	ROG	CO	NOX	PM10	PM2.5	SO2	CO2e	gal diesel
-3520	0.01	0.08	1.56	1,531	0.001	0.241	0.14	0.06	0.014	(0.11)	(0.60)	(12.11)	(1.06)	(0.45)	(0.11)	(0.02)	(0.11)	(2.21)	(0.19)	(0.08)	(0.02)	(2,049)	(201,870)

New Sawmill Trips 540 Daily VMT Baseline Trips 4060 Daily VMT Net Trips -3520 Daily VMT 10.15 kg/C02/gal for diesel

10.15 kg/CO2/gal for diesel Source: LSC Transportation Consultants, Inc. 2024



August 2, 2024

Mr. David Mercer Crosscheck Services LLC P.O. Box 3713 Olympic Valley, CA 96146 <u>djcmercer@hotmail.com</u>

Subject: Updated "Peak Day" Traffic Noise Analysis – Alpenglow Timber Use Permit – Nevada County, California

Dear Mr. Mercer:

Saxelby Acoustics has revised our traffic calculations to address a "Peak Day" of activity. Inputs to this analysis were obtained from a combination of publicly available data for SR 89 via Caltrans, the traffic analysis conducted by LSC Transportation Consultants dated 5/20/2022, and the 2024 traffic analysis addendum conducted by LSC Transportation Consultants.

The predicted traffic noise increases reflect the "New Trips With Project" scenario of the traffic study addendum. It was assumed that a "Peak Day" would include 36 new truck trips and 23 new passenger vehicle trips for a daily total of 59 new trips. The table below shows the results of this analysis.

Road	Segment	Existing (L _{dn} dBA)	Existing + Project (L _{dn} dBA)	Change (L _{dn} dBA)
SR 89	North of Klondike Flat Rd	58.8	59.0	0.2
SR 89	South of Klondike Flat Rd	60.5	60.8	0.3
Klondike Flat Rd	West of SR 89	51.9	55.9	4.0

DAILY AVERAGE "PEAK DAY" TRAFFIC NOISE LEVEL INCREASES

As shown in the table above, the traffic noise increases along Klondike Flat Road do not exceed the +5.0 dBA increase criterion for ambient noise environments less than 60 dBA, as established by the FICON criteria. Therefore, increased noise levels due to the project traffic would be considered less than significant.

Although the Day/Night average is the most applicable standard, Saxelby Acoustics also prepared an assessment of peak hour traffic noise level increases as well. The following table represents the change to existing PM peak hour noise levels due to project traffic. The "New Trips With Project" scenario includes 6 trucks in the peak hour and 2 passenger vehicle trips in the peak hour.

PEAK HOUR "PEAK DAY" TRAFFIC NOISE LEVEL INCREASES

Road	Segment	Existing (L _{eq} dBA)	Existing + Project (L _{eq} dBA)	Change (L _{eq} dBA)
Klondike Flat Rd	West of SR 89	39.4	44.0	4.6

As shown in the table, the peak hour increase in traffic noise levels along Klondike Flat Road does not exceed the +5.0 dBA increase criterion for ambient noise environments less than 60 dBA established by the FICON criteria. Therefore, increased noise levels due to the project traffic would be considered less than significant.

Please let me know if you have any questions or comments on our analysis.

Sincerely,

Saxelby Acoustics



Luke Saxelby, INCE Bd. Cert. Principal Consultant Board Certified, Institute of Noise Control Engineering

Alpenglow Timber Use Permit Noise Comment Responses Nevada County, CA August 2, 2024 Page 2 of 2 www.SaxNoise.com Job #220601

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Community Development Agency
Planning Department

PH: (530) 265-1222 ext. 2 FAX: (530) 265-9854

NEVADA COUNTY PLANNING COMMISSION STAFF REPORT

FILE NOs: PLN23-0054; CUP23-0004; EIS24-0004

HEARING DATE: August 8, 2024

APPLICANT/OWNER: David Mercer, Managing Member, Hundred Acre Wood, LLC

Planning@nevadacountyca.gov

www.nevadacountyca.gov/Planning

REPRESENTATIVE: Gavin Ball, Consulting Land Use Planner

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

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

ASSESSOR'S PARCEL NUMBER: 016-530-031

PROJECT PLANNER: Kyle Smith, Senior Planner

General Plan: Region: Zoning: Parcel Size ZDM: Farmland: Flood Map: Previous	Rural FR-640, FR-640-SC 124.06 132 Not Mapped 0275	Recreation: Schools: Fire: Sewage: Water: Flood Zone:	District 5 Truckee Donner Tahoe Truckee Unified CAL FIRE/Truckee FPD Well Septic D A97-045: U99-015: EXT04-001:					
File:	U93-015; LA94-036; Z94-017; U94-024; LA97-045; U99-015; EXT04-001; PLN21-0025; PRE21-0001							

ATTACHMENTS:

- 1. Recommended Conditions of Approval and Mitigation, Monitoring and Reporting Program
- 2. Initial Study/Mitigated Negative Declaration
- 3. Project Vicinity, Zoning and Public Notice Map
- 4. Architectural Plans
- 5. Civil Plans
- 6. Comments Received

RECOMMENDATIONS:

- 1. Environmental Action: Adoption of Mitigated Negative Declaration EIS24-0004
- 2. Project Action: Approve the Conditional Use Permit CUP23-0004



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The subject property is 124.06-acres in size and is located approximately 650 feet west of the Klondike Flat Road and SR 89 intersection north of Truckee. The site has a General Plan designation of FOR-640 (Forest – 640-acres minimum parcel size) and a split Zoning designation of FR-640-SC (Forest – 640-acres minimum parcel size – Scenic Corridor Combining District) and FR-640 (Forest – 640-acres minimum parcel size).

The Scenic Corridor Combining District is located on the eastern portion of the subject property, extending onto the property by approximately 650-feet on the northern side of the property and approximately 100-feet on the southern side of the property. The subject property consists of managed forest land at various stages of maturity, with several dirt access roads and clearings currently being used for temporary storage of logs and equipment.

The site is surrounded to the west, south, and east by similar forest land owned by the United States Forest Service. The subject property is situated within a 160-acre inholding on the Tahoe National Forest. Surrounding land uses include forest and recreational uses on the surrounding USFS parcels, as well as a neighborhood comprised of approximately a dozen residences on ½-acre to 1-acre lots, and several private dirt roads. The Site Performance (SP) Combining District located to the north of the subject property was implemented in 1991 in response to illegal subdivisions to restrict the development of permanent dwellings until the parcels comply with minimum Zoning Regulations.

Figure 1 above shows the zoning and configuration of the project parcel and surrounding parcels.

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

PROJECT DESCRIPTION:

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

Sawmill Facility Component:

The proposed facility would include an approximately 4.5-acre area with log decks for log storage and a partially enclosed debarker, a 48,000 square foot sawmill, an open 15,000 square foot firewood storage area with solar roof, a 9,600 square foot workshop, a 6,000 square foot boiler plant building, three (3) dry kilns utilizing a 3,000 square foot area, and associated infrastructure including truck scales, parking, and fuel and water storage.

The proposed site layout is shown on the site plan in Figure 2, below.

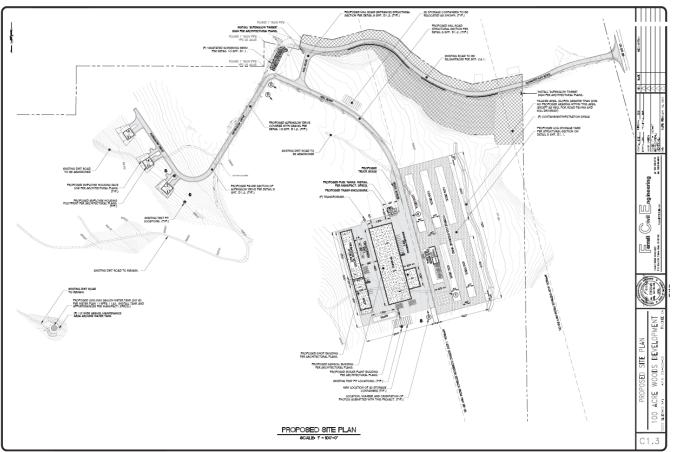


Figure 2: Site Plan



Figure 3: Facility Site Rendering

The majority of the proposed development would be located outside the Scenic Corridor Combining District, including all buildings. The exception is the approximately 4.5-acre log storage yard area with log decks, including the enclosed de-barker as it utilizes a previously disturbed and clear-of-vegetation area. Neither this log storage area nor the project area beyond to the west is visible from the State Highway 89 North roadway.

All of the facility structures utilize a common, simple design theme and metal siding, doors, and roofing, and natural cement features utilizing earth tone colors intended to blend with the dominant surrounding forest canopy and natural environment, as shown in Figure 3.

Residential Facility Component

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

The State-Regulated Employee Housing component is an allowed use by-right in the FR Zoning District, subject to zoning compliance and building permit issuance. Although the residential component is an allowed use, the LUDC requires that whenever multiple project applications are proposed, they are processed concurrently and shall be considered by the Planning Commission. As a result, the proposed uses are compatible with the Forest Land Use and Zoning designations.

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



Figure 4: Housing Site Rendering

The three residential duplex structures all utilize a similar rural design theme as shown in Figure 4, utilizing horizontal wood siding, wood trim, and asphalt roofing. The duplexes would consist of a 756-square-foot one-bedroom unit with covered parking and a 1,646-square-foot three-bedroom units with a two-car garage. The one-bedroom unit would be located on the ground

floor with the garage while the two-bedroom unit would be located on the second floor of the duplex. Each unit would be independent with separate access and sufficient cooking, cleaning, bathing, and sleeping facilities.

Supporting Development and Infrastructure:

The proposed project will incorporate native vegetation as landscaping and screening and includes approximately 25-acres located on the southern side of the subject parcel to be preserved as open space.

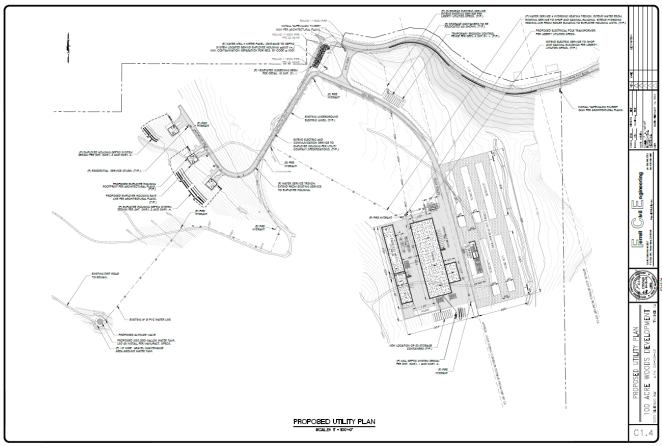


Figure 5: Proposed Utility Infrastructure Site Plan

Electricity for the proposed project would be provided by proposed extensions from existing infrastructure operated by Liberty Utilities. Water for the proposed project, including fire suppression as well as the operational and residential components would be provided by an existing on site well supported by a proposed 200,000-gallon water tank to be located on an existing graded pad. The proposed system will extend the 8" water main to service both components and provide new fire department connections to support fire suppression. Four new septic systems would be installed to provide for sewage disposal for the proposed project; one system is proposed to support restrooms in the proposed facility and one system is proposed to support each for the three (3) proposed duplexes.

The project components would be accessed via new interior roads utilizing an existing driveway off of Klondike Flat Road. Klondike Flat Road originates from State Route (SR) 89 utilizing an approximate 450-foot stretch of roadway located within a 60-foot wide right of way through a

parcel of land owned by the United States Forest Service (APN 016-530-011) by way of a Special Use Permit granted in 1976 and amended in 1985. The Klondike Flat roadway is contained within a dedicated 60' right-of-way in which then extends beyond the project boundary to Silverado Way. Klondike Flat Road would be improved to provide for two (2) 10-foot-wide travel lanes which meet Two-Way Fire Safe Access Road Standards as shown in Figure 6. The interior roadways leading to both the facility component (Mill Road) and the residential component (Alpenglow Drive) would be developed to provide for two (2) 10-foot-wide travel lanes to achieve Fire Access Road Standards. Residential dwelling units would be accessed via proposed private driveways improved to meet Private Driveway Construction Standards.

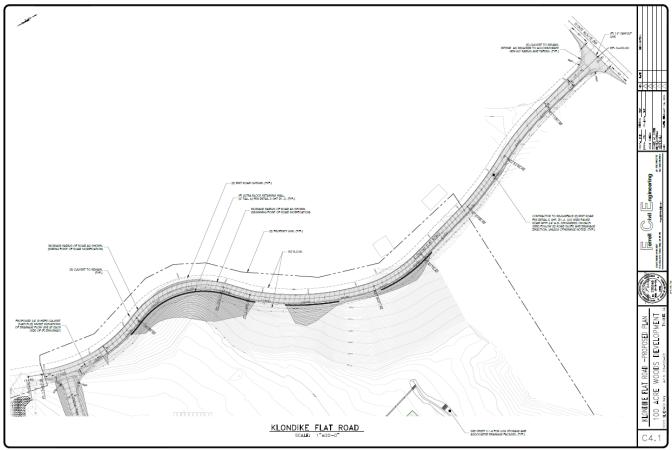


Figure 6: Proposed Klondike Flat Road Improvements

Project Operation:

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

The project components would be accessed via new interior roads utilizing an existing driveway off of Klondike Flat Road. A total of 10 trucks are proposed to haul wood material to the site on operational days and cut lumber will be hauled away from the site in 4 trucks per day. Including residential and service trips, the total number of trips generated by the project is 61 daily trips

with 7 occurring in the peak hour. Of these trips, 39 daily trips and 4 peak hour trips are proposed as new trips, the remainder are existing trips that would have gone to or from the existing operation in the Hobart Mills area located to the northeast of the proposed project on the opposite side of SR 89.

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

The boiler would support the operation of the dry kilns and provide space heat on-site to the facility and residential units. The boiler and kilns would operate for 365 days per year and 24 hours per day utilizing wood products from the operation. Operation of the boiler is the primary source of project related emissions, and the estimated operational emissions for the proposed project are 7,622 metric tons of CO₂e per year.

Project Construction:

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

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

PERMITTING BACKGROUND AND EXISTING USES

In 2001, the Nevada County Planning Commission approved a Use Permit to allow for the development of a church, multi-purpose room, amphitheater, caretakers quarters, and bus storage. Following multiple extensions of time, the project was never developed and all previous approvals are no longer valid.

During project review for the proposed church, an unpermitted and abandoned solid waste dump site was identified by the Environmental Health Department and project conditions of approval were applied that required the site be cleaned up in accordance with state and local standards. In addition to not developing the church, the previous property owners also did not address or remedy the existing unpermitted solid waste site. As a result, Condition of Approval (COA) E.8/Mitigation Measure (MM) 9A require that the site be identified and avoided, and for all project activities to cease if additional solid waste material is found until the Environmental Health Department and Lahontan Regional Water Quality Control Board (LRWQCB) are able to assess necessary cleanup requirements. In addition, COA E.1 requires the applicant to complete

and obtain written approval from LRWQCB and CalRecycle that a Removal Action Workplan has been approved for the unpermitted site. Further, COA E.2 requires the site to obtain a written Clean Closure Certification from LRWQCB with concurrence from CalRecycle and the Environmental Health Department stating the Removal Action Workplan has been successfully implemented prior to any ground disturbance on the project site. As conditioned and mitigated, the project would result in remediation of the unpermitted solid waste site pursuant to state and local requirements.

In 2021, the project applicant requested to utilize the subject parcel as a temporary log storage facility site. The storage of logs is not a specific use listed in the zoning ordinance. When a use is not specifically listed in the tables the zoning ordinance allows the Planning Director to make a determination of the use is allowed based on certain criteria defined in the Zoning Regulations. On July 1, 2021, the Planning Director determined that the proposal is consistent with the purpose and allowed uses of the Forest (FR) zoning district and no permits are required for the log storage. The site would be for the temporary storage of logs from offsite locations and no processing, cutting, sawing, chipping, or related activities would occur on the site. Since there would be no processing of the material the use would not meet the definition of a woodyard or lumber mill which requires a use permit. Since that year, the subject site has been utilized for temporary storage of logs from offsite locations by the project applicant.

In 2023, the Code Compliance Division received multiple complaints regarding the subject property being utilized for unpermitted uses. The Code Compliance Division conducted an investigation and determined that unpermitted material processing was occurring on the subject property, and at least six (6) storage containers were placed on the site without the required building permits. In order to achieve compliance, the applicant is required to stop processing and exporting materials that were brought in from other locations or achieve the appropriate Use Permit, and to receive building permits for all storage containers or remove them from the subject property. The proposed project as conditioned and mitigated would allow for the processing of natural materials, and the existing storage containers are included in a new location on the proposed site plan which would bring both uses into compliance with Zoning Regulations and permitting requirements. As a result, COA A.12 has been included to provide evidence certifying that Code Compliance File CC23-0090 has achieved compliance and a Closed status from the Code Compliance Division prior to the final inspections for building permits and prior to any operations.

PERMITTING REQUIREMENTS

Conditional use permits are governed by Nevada County Code Title 12 Zoning Regulations Chapter 5 Section 12.05.060. Use permits are required to conform to all laws and requirements of the County Code. The purpose of a use permit is to provide for those land uses that may be appropriate and compatible in the zoning district, depending on the design of the individual project and the characteristics of the proposed site and surrounding area.

The Planning Commission has the responsibility to make determinations on wide variety of use permits and specifically:

- a. Mining and Reclamations Plans.
- b. Mobile home parks.

- c. Camps and Campgrounds. and
- d. Commercial, industrial and non-residential development of 10,000 square feet or more.

Specific findings are required to made for either an approval or denial of a use permit as outlined in Section 12.05.052 of the Zoning Regulations.

The proposed project requests approval of a conditional use permit to allow for the establishment of a facility for the development & processing natural resources (lumber mills) and a private biomass fuel power plant which under Nevada County Code Zoning Regulations Table 12.02.030 is an allowable use with approval of a Conditional Use Permit in the FR zoning district. Both of these uses require a Use Permit and therefore the proposed project is being processed as one Conditional Use Permit for both proposed uses.

STAFF COMMENT

The purpose of the Nevada County Zoning Regulations is to provide regulations to guide the design, location, and development of new land uses and the alternation of existing uses. The standards are intended to be consistent with and supplement those standards found in governing each zone district and specific land use. They assist in furthering numerous County of Nevada General Plan goals, objectives and policies that provide for the preservation and enhancement of the County of Nevada's rural quality and small-town character. They also assist to further General Plan provisions for maintaining the County's high-quality natural landscape and scenic resources, as well as protecting existing historical resources. This section will discuss how the project has demonstrated compliance with applicable site development standards and where specific conditions or mitigation measures have been required of the project to ensure it meets those standards.

The project application materials have been reviewed by County Agencies and responsible regional, state, and federal departments and agencies for their review and comment. The agency comments and the results of Staff's policy review are discussed below.

Rural Districts Site Development Standards

The FR Zoning District is intended to provide areas for the protection, production and management of timber, timber support uses, including but not limited to equipment storage and temporary offices low intensity recreational uses, and open space. As discussed above, the proposed use as a sawmill and biomass power plant are allowed in this zoning district with the approval of a conditional use permit.

Table 12.02.030 established a number of common site development standards for any development within the FR zone including: standard building setbacks for front, side and rear yards (generally 30-foot minimum required); building height limits of 45-feet or 3 stories, whichever is less; reference to the County's Fencing standards; maximum Impervious surfacing of 5% maximum; reference to the County's Parking regulations; reference to the County's sign regulations; maximum density; minimum road frontage requirements; and minimum parcel size. Most of these standards are outlined in the adopted County Comprehensive Site Development Standards (Nevada County Code Title 12 Chapter 4 Sections 12.04.010-12.04.113), which are discussed in more detail below. The project as designed meets the applicable standards including setbacks (all structures are beyond 30-feet from property lines), impervious surfaces

(project proposes 5% impervious surface and utilizes gravel road sections to stay below minimum requirements) and building height. The project is not proposing any new parcels and as it exists is consistent with the minimum parcel size, density, and road frontage requirements for the FR zone.

Overall, the proposed project meets all site development standards of the FR Zoning District identified in the Nevada County Zoning Regulations

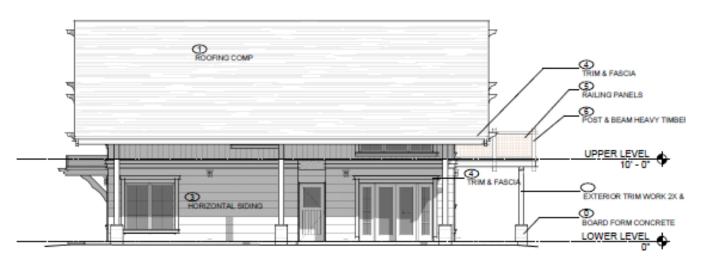
Design and Site Layout

A complete architectural plan package has been included with this submittal, including building elevations and floor plans for the residential structures and each of the commercial structures. The project is designed and functions as two related, but separated, development nodes: the sawmill facility component and the residential facility component.



NORTH ELEVATION

1/8" = 1'-0"



= 1'-0"

Figure 7: Proposed Duplex Elevations

The three residential duplex structures all utilize a similar rural design theme as shown in Figure 7, utilizing horizontal wood siding, wood trim, and asphalt roofing. Each duplex structure includes a two-car garage and an attached car port utilizing exposed heavy timber architectural elements for additional parking as shown in Figure 9. The residential component would be subject to standards for the construction, maintenance, use, and occupancy defined in the California Employee Housing Act.

The proposed facility structures would include a 48,000 square foot sawmill structure including an attached boiler plant, an open 15,000 square foot firewood storage area with solar roof, a 9,600 square foot workshop, three (3) dry kilns, a partially enclosed debarker, and associated infrastructure including truck scales, parking, and fuel and water storage. The proposed sawmill structure would be 40-feet tall; the proposed wood storage area and workshop would be approximately 35.5-feet tall, and the proposed debarker would be approximately 30-feet tall.

All of the proposed structures comply with the Nevada County Zoning Regulations for the Forest Base Zoning District which allow for building heights of 45-feet or 3 stories, whichever is less. The sawmill elevations are shown in Figure 8 with the attached boiler plant depicted on the right side in the South Elevation.

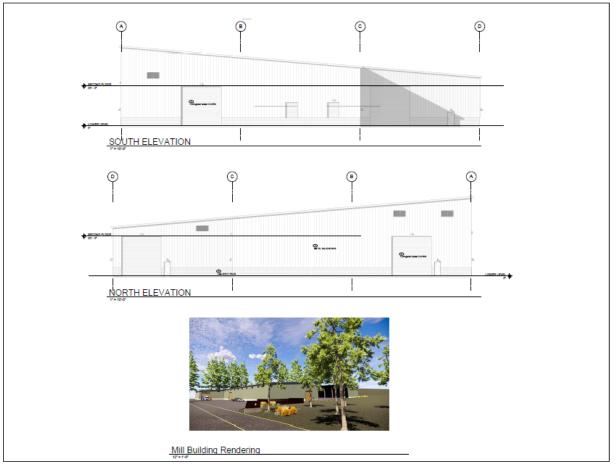


Figure 8: Sawmill Elevations and Rendering

The proposed shop building is shown in Figure 9 with the attached wood storage area visible on the right side of the East Elevation. The remainder of the attached wood storage area is shoen in Figure 10.

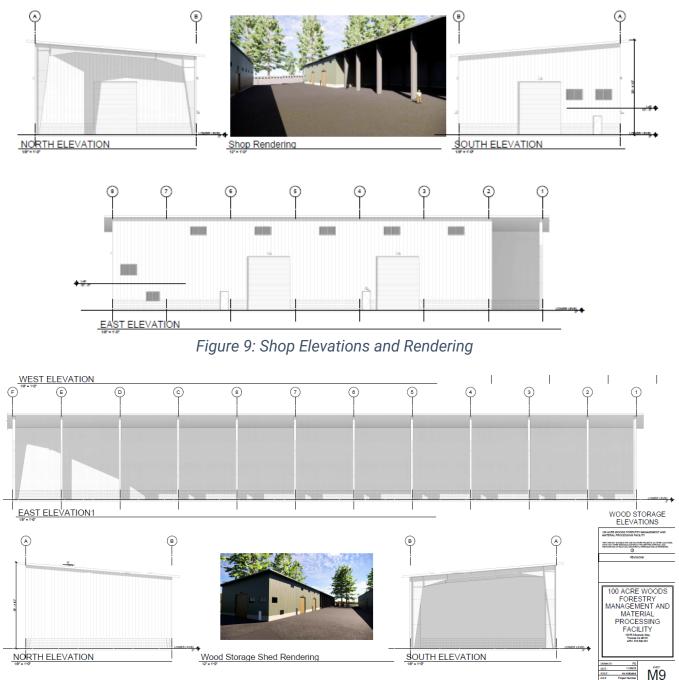


Figure 10: Wood Storage Area Elevations and Rendering

The partially enclosed debarker is shown in Figure 11 with the debarker being located directly behind the enclosed debarker waste area. The waste area would be enclosed utilizing the same Natural Cement color split face wall as the other facility structures.

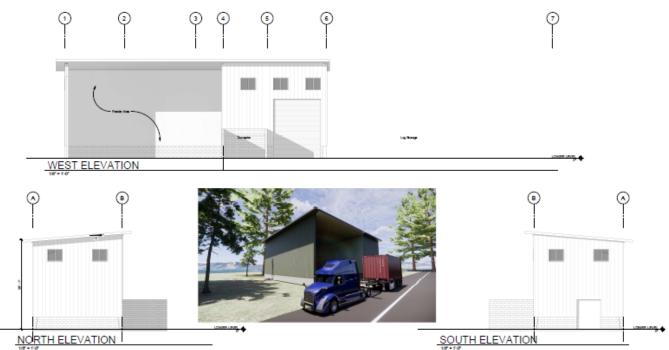


Figure 11: Debarker Elevations and Rendering

In keeping with the industrial nature of the sawmill project and factoring how it is not visible from any adjoining properties and no public access or sales are proposed, the building design is appropriately simple with minimal window and door openings. All of the commercial structures utilize a common, simple design theme and both common finish materials and colors intended to blend with the dominant surrounding forest canopy as shown in figure 3. The base of the structures utilize a Natural Cement CMU split face foundation with Forest Green metal sale siding, Kynar Dark Bronze metal roll up doors, commercial steel hollow pedestrian doors, and ribbed metal roofing, and Ebony colored aluminum frame windows.

The Eastern Nevada County Design Guidelines generally discourage the use of intense white colors so Condition of Approval A.6 has been included to require the building design and future maintenance to utilize earth tones or muted soft colors as encouraged by the Eastern County Design Guidelines and COA A.14/MM 1A has been included to limit reflectivity of building materials to reduce aesthetic impacts.

Overall, staff has determined that the architectural style as described above and shown in figures 3 and 4 is consistent with the Eastern Nevada County Design Guidelines.

<u>Lighting</u>

The project includes a proposal for 24 lights on two (2) of the facility buildings and residential lighting for the proposed duplexes. All pedestrian doors for the proposed commercial buildings would utilize gooseneck lighting as shown in Figure 13 at a height of 12-feet, and all roll-up industrial doors would utilize LED area lights as shown in Figure 12 at a height of 22-feet.



Figure 13: Proposed Pedestrian Door Lighting

Figure 12: Proposed Roll Up Door Lighting

Although no photometric analysis was submitted for this project, due to the natural topography, existing vegetation, and distance from neighboring properties, light trespass to other properties is not expected to occur due to the successful implementation of project conditions of approval. Specifically, COA A.7 which requires all exterior lighting be downcast and shielded from view to prevent off-site spill and night sky pollution. Lighting systems (other than signs lighting) would be required to include dimmers, occupancy sensors, time controls or separate circuits, to allow sections of the lighting to be turned off to further reduce the potential for light pollution.

Overall, staff has determined that the proposed lighting included in the project materials are consistent with the Nevada County Zoning Regulations and Eastern Nevada County Design Guidelines.

Screening and Native Vegetation

The majority of the proposed development would be located outside the Scenic Corridor Combining District. The exception is the approximately 4.5-acre log storage yard area with log decks, including the enclosed de-barker as it utilizes a previously disturbed and clear-of-vegetation area. Neither this log storage area nor the project area beyond to the west is visible from the State Highway 89 North roadway. This non-visibility is both a function of the dense tree cover existing between the site and roadway, but also factoring both the vertical and horizontal separation provided from the travelled-way of SR 89 North. Specifically, the proposed project maintains an approximate 900-foot vertical separation between the finished elevation of the project and the SR 89 North elevation as well as an approximate 1200-foot horizontal separation between the main sawmill building and SR 89 North right-of-way boundary.

The below-project-grade condition of the roadway increases from south-to-north, but nearly the entire length of this roadway segment is located within a cut and preventing any visibility of the project area from the travelled roadway. Further, no fencing, signs, lighting, or parking is proposed within this scenic corridor area. As part of the project application, the applicant has provided a Scenic Corridor Analysis of the existing and proposed land uses. In reviewing the analysis, as well as the submitted site plan and visiting the project site, the topography and existing mixed conifer vegetation which is located along the western portion of SR 89 provides an adequate buffer of the proposed land uses from SR 89 as shown in Figures 14 and 15 and will remain in place.



Figure 14: Southbound SR89 Corridor

Figure 15:Northbound SR89 Corridor

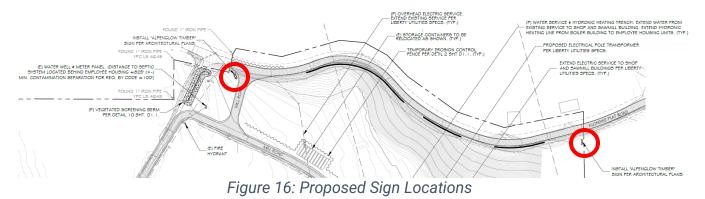
Additionally, the entrance to the project site will be improved with a vegetated screening berm included in the project design to reduce the potential for aesthetic impacts to residential properties located north of the project site The remaining frontage is proposed to utilize the existing natural landscaping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

Overall, staff has determined that the utilization of native vegetation for landscaping and screening provides the same practical effect as strict conformance to the Landscaping requirements identified in Nevada County Zoning Regulations. In order to ensure continued maintenance, COA A.10 has been included to ensure native vegetation on the project site shall be maintained or replaced along street frontages and along property lines of abutting residential properties.

<u>Signage</u>

The proposed project includes two signs: one (1) monument sign located at the Western property line on Klondike Flat Road, and one (1) directional sign located at the intersection of Klondike Flat Road and the proposed Mill Road as shown in Figure 16.

Alpenglow Timber Use Permit (PLN23-0054; CUP23-0004; EIS24-0004)



The design of the monument sign is proposed as utilizing a heavy timber frame and round metal bars to support a naturally sealed metal panel. The business name would be affixed to the heavy timber frame while the sealed metal panel would include address information and funding partners. The entire monument sign is proposed to be supported by a board formed concrete base as shown in Figure 17.



Figure 17: Proposed Monument Sign

The design of the directional sign at the project entrance utilizes the same style as the monument sign, however the metal panel provides direction to the sawmill facility rather than the residential area as shown in Figure 18, below. As proposed, both the monument sign and directional sign would be consistent with the sign standards defined in the Nevada County Zoning Regulations.



Figure 18: Proposed Directional Sign

COMMENTS RECEIVED

Planning Department staff participated in community listening sessions held by community members in order to better understand neighborhood concerns and address issues through project design, environmental review, and draft conditions of approval. In addition to attending two community listening sessions for the proposed project, the Planning Department has received approximately 300 unique written comments from community members throughout the project review and permitting process, of which a large majority voiced their opposition to the proposed project for a variety of reasons including but not limited to the following general issue areas:

- Increased traffic along SR 89 and Klondike Flat Road
- Traffic hazards along SR 89 and Klondike Flat Road
- Noise pollution within the Klondike Flat neighborhood
- Impact of new activity on Klondike Flat Road
- Extended hours of operation causing neighborhood disruption
- Uncontrolled growth potential
- Decline in property values
- Public safety concerns and child safety
- Incompatible land uses related to the surrounding area
- · Air quality concerns and potential health impacts
- Destruction of the rural community character
- Light pollution and spillover into the Klondike Flat neighborhood
- Lack of secondary emergency access
- Bicycle and pedestrian safety
- Inadequate roadways

• Flawed traffic, noise, air quality, wildfire, and other environmental analyses

All of the concerns related to land use and environmental impacts have been addressed in either the Draft IS/MND or in this staff report. Through the implementation of the draft Conditions of Approval and Mitigation Monitoring and Reporting Program, Planning Department staff has determined the project to be consistent with the Nevada County General Plan, Nevada County Zoning Regulations, and applicable regional and state regulations, and would mitigate any potential significant environmental impacts to a less than significant levels.

ENVIRONMENTAL REVIEW

The Planning Department prepared a project specific draft Initial Study for the project and found that this project will not result in a significant physical change to the environment. The draft Initial Study made a good faith effort to disclose anticipated future impacts of the redevelopment of this site. The draft initial study/proposed Mitigated Negative Declaration was circulated for public comment between May 24, 2024 and June 24, 2024 and again from June 28, 2024 to July 29, 2024. The Notice of Availability/Notice of Intent to adopt a Mitigated Negative Declaration was sent to several local and state responsible agencies as well as surrounding property owners and individuals who requested that the Planning Department provide project notifications for this subject property.

As of this writing, the Planning Department has received many comments as a result of extensive project outreach and extended comment periods, however no comment letters identified deficiencies with the environmental review which would require substantial revisions that would require recirculation pursuant to CEQA and Guidelines. However, the Planning Department received three comments that requested new information be added to clarify requirements in the Mitigated Negative Declaration. The issue areas that have not been addressed above are outlined below in greater detail.

Air Quality

Construction and operation of the proposed project would result in increased greenhouse gas (GHG) emissions and other air pollutants. The air quality and GHG impacts were evaluated in the Air Quality Technical Report prepared by the RCH Group and included construction and operational analyses.

Construction and operational emissions associated with the proposed Project are below the NSAQMD's Level C significance thresholds (the level of emissions that would require the preparation of an Environmental Impact Report (EIR)) and mitigation measures were implemented in accordance with the guidance from the NSAQMD. The NSAQMD established its thresholds of significance to achieve and maintain the federal and state ambient air quality standards (AAQS). Since an AAQS is based on maximum pollutant levels in outdoor air that would not harm the public's health, and air district thresholds pertain to attainment of the AAQS, this means that a project that complies with the thresholds established by a local air district, such as the NSAQMD, would not result in adverse effects to human health.

Project construction activities would result in the temporary emissions from the use of dieselpowered on-site construction equipment and haul trucks. All construction equipment and operation would be regulated pursuant to the California Air Resources Board's (CARB's) In-Use Off-Road Diesel Vehicle Regulation, which is intended to reduce emissions associated with offroad diesel vehicles and equipment through reducing diesel fuel emissions identified in COA J.1/MM 3A.

Project construction would also be required to comply with all applicable NSAQMD rules and regulations and would be required to implement a Dust Control Plan as required by COA J.1/MM 3A prior to the issuance of grading or building permits. The biomass boiler is not expected to produce significant air toxics as the equipment operates at land uses such as apartments, schools, and nursing homes throughout the United States. All stationary sources with the proposed project (including the biomass boiler units, kilns, sawmill, grinder/planer, etc.) would be permitted under the Authority to Construct/Permit to Operate through the NSAQMD, as required by COA J.3/MM 3C. The Authority to Construct/Permit to Operate would require source testing prior to startup and annually afterwards, continuous monitoring on-site, as well as other permit conditions from NSAQMD. The facility would be subject to required health risk screening and analysis by the NSAQMD and would be subject to permit conditions to ensure NSAQMD rules and regulations would not be exceeded.



Figure 19: Proposed Wood Chip Boiler

In order to ensure the project remains within the operational levels defined by NSAQMD, and to ensure that it does not contribute net increases in criteria pollutants that would violate air quality standards, COAs J.4 and J.5/MMs 3D and 3E reduce operational emissions, minimizing operational impacts as well as energy use through energy-efficient requirements.

The air quality analysis and proposed mitigation measures were analyzed by Nevada County staff and the Northern Sierra Air Quality Management District (NSAQMD) for compliance with NSAQMD and statewide air quality standards. Comment letters received from NSAQMD requested revisions to the mitigation measures to clarify specific requirements to receive an Authority to Construct/Permit to Operate (COA J.3/MM 3C), specifically by requiring the installation of a Selective Catalytic Reduction device to mitigate NOx emissions from the proposed boiler, pursuant to additional comments received from NSAQMD. The revisions requested by NSAQMD and implemented by the Planning Department are non-substantive in nature and merely clarify the required mitigation to reduce air quality impacts. With the implementation of the revised mitigation identified in the IS/MND and as Attachment 1 to this staff report (COAs J.1 through J.5/MMs 3A through 3E), the proposed project would comply with NSAQMD and Nevada County air quality requirements.

Many comments were received questioning the validity of the technical analysis, and requesting additional review. The NSAQMD reviewed the proposed Mitigation Negative Declaration and Air Quality Technical Report and noted the submission was complete and did not have any comments regarding the air quality analysis (NSAQMD Letter Dated June 24, 2024). Consistent with the requirements noted in the Air Quality Technical Report, the NSAQMD noted that a Dust

Control Plan, Authority to Construct Permit and final Permit to Operate would be required for the proposed Project. As noted on page 31 of the Air Quality Technical Report, "All stationary sources with the proposed project (e.g., biomass boiler units, kilns, sawmill, grinder/planer, etc.) would be permitted under the facility's required Authority to Construct/Permit to Operate through the NSAQMD. The facility would be subject to required health risk screening and analysis by the NSAQMD and would be subject to permit conditions to ensure NSAQMD rules and regulations would not be exceeded."

Biological Resources

Construction and operation of the proposed project could result in impacts to biological resources and sensitive habitats. Biological resources were evaluated in the Biological Evaluation prepared by Live Oak Associates Project Manager Rebekah Jensen, a Nevada County prequalified biologist. The site has the potential to support a variety of native plants and wildlife but does not offer unique habitat value relative to the surrounding matrix of similar forest lands. It does not contain wetlands, other potential jurisdictional waters, Sensitive Natural Communities, designated critical habitat, or other habitats or features that would be considered sensitive.

There is a low potential for protected wildlife species to occur on the project site. Nevertheless, the project has the potential to result in construction-related injury or mortality of certain protected wildlife species. These include the Sierra Nevada snowshoe hare, nesting migratory birds and raptors including the northern goshawk, and maternity roosting bats including the pallid bat and Townsend's big-eared bat.

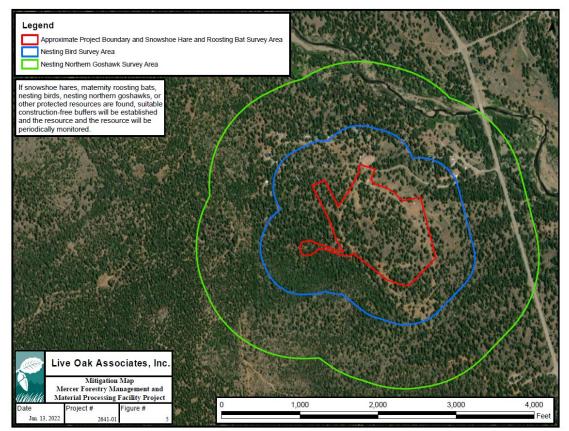


Figure 20: Special Status Species Survey Areas Page 21 of 33

To avoid impacts to special status species, mitigation has been included to either avoid construction during breeding season or to conduct pre-construction surveys for nests during the breeding season for each respective species. Surveys would be required to be conducted across the entire impact area for the snowshoe hare and bat species, within 500-foot buffer of the project site for migratory birds, and within a ¼-mile buffer for raptors, as shown in Figure 8. The mitigation provides flexibility by prioritizing project construction in lower-impact times of year, or, if that is not feasible, conducting preconstruction surveys, implementing construction free buffers around sensitive resources, and monitoring the resources during construction as required by COA A.15-A.17/MM 4A-4C. One comment letter received from the California Department of Fish and Wildlife (CDFW) requested revisions to Mitigation Measure 4B to clarify the nesting bird avoidance season to starting February 1 rather than April 1.

As conditioned and mitigated, the project applicant can reduce the magnitude of these potential impacts and ensure compliance with state and federal law. In order to ensure the timely implementation of these and other mitigation measures pertaining to biological resources, COA A.16/MM 4D, requiring that copies of the mitigation measures be provided to contractors, is also provided.

The proposed project will result in increased impervious surface, however offsite runoff from within the project site will be limited to stormwater and no other discharges to land surface or water will occur. All stormwater runoff will be managed in accordance with a Construction Storm Water Pollution Prevention Plan (SWPPP) for the project applicable during development of the project as required by COA C.6, and then will be managed in accordance with an Industrial SWPPP that will be prepared for the operation of the project as required by COA C.7. The project operator will implement stormwater best management practices (BMPs) as required by the State Water Resources Control Board and the SWPPP to reduce the potential for pollutants to enter stormwater.

The comment letter received from CDFW requested revisions to the Mitigation Measures identified to reduce potential impacts to special status species and their habitats. Specifically, CDFW identified the potential existence of suitable habitat for a newly listed candidate species, the western bumblebee. Biological surveys of the Alpenglow Timber project site were completed by Provost & Pritchard biologist Geoff Cline. The habitat observed within the site was identified as Jeffery Pine Forest and Woodland, which is prevalent in the vicinity and region. These surveys did not result in the observation of the habitats or plants (i.e., meadow habitat or Elephant's head, a meadow species) where previously recorded observations occurred, and the site was not adjacent to meadow habitat. It is unlikely that this species would occur on the project site, however it could be found in meadow habitat known to occur within the region. As a result, the Planning Department has included an additional mitigation measure (COA A.19/MM 4.E) to clarify the monitoring requirements for special status species and their habitats, including the western bumblebee.

The revisions requested by CDFW and implemented by the Planning Department are nonsubstantive in nature and merely clarify the required mitigation to reduce potential impacts to special status species and their habitats. With the implementation of project Conditions of Approval and the Mitigation Monitoring and Reporting Program (MMRP) identified in the IS/MND and as Attachment 1 to this staff report, the proposed project would comply with County and state environmental resource protection requirements.

<u>Noise</u>

The proposed project would utilize new noise producing equipment for both the construction and operational phases of the project. The noise producing components were evaluated by Saxelby Acoustics and included off-site truck traffic, on-site truck movements, and operations. In addition, based on comments provided to the Planning Department, Saxelby Acoustics provided additional clarification regarding assessment methodology and project-related noise level increases.

During the construction of the proposed project, noise from construction activities would temporarily add to the noise environment in the project vicinity and area roadways. This noise increase would be of short duration and would occur during daytime hours. There are several residential uses adjacent to the subject parcel which may be subject to short term construction noise. As a result, COA A.20/MM13A addresses potential noise impacts on the adjacent residences through limiting construction hours to weekdays and locating stationary noise sources at the furthest practical distance from nearby receptors.

The proposed project is expected to operate during daytime and evening (7:00 a.m. to 10:00 p.m.) hours only, with the exception of the boiler unit and kilns which would operate 365 days per year and 24 hours per day utilizing wood products from the operation, although some equipment would only operate during daytime (7:00 a.m. to 7:00 p.m.) hours. The noise analysis conducted by Saxelby Acoustics utilized the SoundPLAN noise model to predict noise levels associated with operation of the proposed project based on noise level assumptions derived from measurements of similar activities. The daytime average noise levels in the vicinity of the project site were measured to be 48-50 dBA Leq as measured at locations LT-1 and LT-2. The average evening noise levels were measured to be 40-45 dBA Leq as measured at locations LT-1 and LT-2. The project is predicted to generate a maximum noise level of 43 dBA Leq during daytime hours and 39 dBA Leq during evening hours at the nearest residence. Therefore, the project would adhere to the standards defined in the Navada County General Plan and Zoning Regulations and are not predicted to generate maximum noise levels more than 15 dBA above the average as shown in Figures 16 and 17, below.

Multiple comments have been received by the Planning Department which question the validity and accuracy of the noise analysis. On July 17, 2024, Saxelby Acoustics responded to comments and clarified information relating to traffic and operational noise. Comments stated that it is unclear whether the project structure was modeled with an open-door scenario. Saxelby Acoustics modeled the project with open bay doors and ventilation louvers as presented in the 3D rendering of the project building. Modeling of the proposed structures is conservative as insulation was not taken into account during the environmental noise assessment. At the time of the study, an insulation had not been selected, so the structure walls were modeled as thin sheet metal only. The applicant has since indicated that the project will utilize 4"-6" insulation, which would significantly improve sound insulation of the project structure.

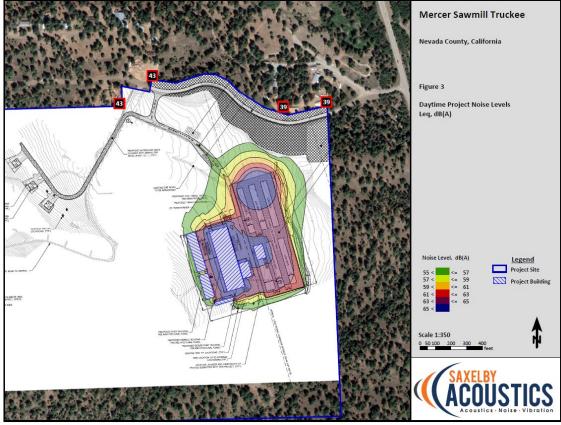


Figure 21: Projected Daytime Noise Levels (7AM to 7PM)

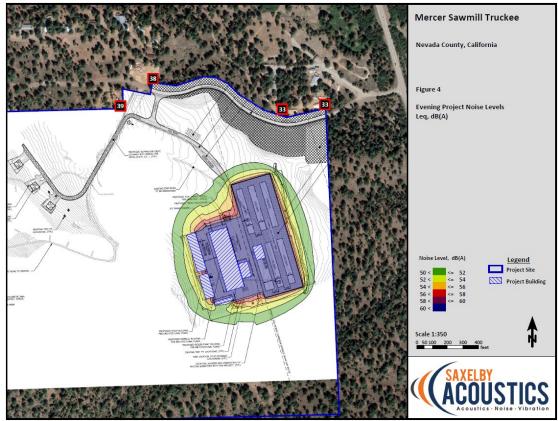


Figure 22: Projected Nighttime Noise Levels (7PM to 10PM) Page 24 of 33

Traffic related noise generated from the proposed project is not expected to result in a change in noise levels along SR 89. Comments received by the Planning Department identified several discrepancies in the traffic calculation tables. The traffic calculation tables were revised to reflect ADT values and updated with the most recent available ADT counts for SR 89. Project traffic is predicted to result in a noise level increase of between 3.6 and 3.9 dB along Klondike Flat Road (reduced from potential increases of 4.6 dB), and the change in ambient noise may result in increased levels of nuisance during the more noise-sensitive evening and nighttime hours. Although the Day/Night average is the most applicable standard, Saxelby Acoustics also prepared an assessment of peak hour traffic noise level increases to address comments received by the Planning Department. Peak hour increases in traffic noise levels along Klondike Flat Road does not exceed the criterion for ambient noise environments established by the Federal Interagency Committee on Noise (FICON). As a result, COA A.22/MM 13B addresses potential traffic noise impacts on the adjacent residences through limiting heavy truck trips to daylight hours from 7 AM to 7 PM. With the inclusion of COA A.22/MM 13B, the project complies with the Nevada County noise level standards national standards developed by FICON.

Traffic and Trip Generation

Operation of the proposed project would increase the amount of commercial vehicle traffic in the immediate area. The total number of trips generated by the project is 61 daily trips with 7 trips occurring in the peak hour. Of the 61 total trips, 31 of the trips are new residential trips attributed to the proposed employee housing. A total of 10 trucks are proposed to haul wood material to the site on a busy summer day. Currently 6 of these trucks are hauling the same material to the Hobart Mills area, therefore only 4 of the trucks would be new trips in the area. As each truck load involves a full truck entering the site and an empty truck exiting the site, the existing number of one-way trips per day that would be relocated from the Hobart Mills area is 12 trips while there will be 8 new trips.

			Existing	PM Peak Hour		Daily Trips			
Land Use	Quantity	Units	or New?	In	Out	Total	In	Out	Tota
Sawmill Trucks Hauling Wood to Project Site from Hobart Mills Area	6	Trucks	Existing	2	0	2	6	6	12
Lumber Trucks Hauling Away from the Project Site	4	Trucks	Existing	0	1	1	4	4	8
Service Vehicles	1	Truck	Existing	0	0	0	1	1	2
Additional Sawmill Trucks Hauling Wood to Project Site	4	Trucks	New	1	0	1	4	4	8
Employee Housing (20% reduction for onsite work trips)	8	DU	New	2	1	3	16	15	31
Total Trips at Site				5	2	7	31	30	61
Total Existing Trips Already on Local Roads	6			2	1	3	11	11	22
Total New Trips				3	1	4	20	19	39

Figure 23: Proposed Project Trip Generation Numbers

Consistent with data obtained from Hobart Mills, 17 percent of trips occurred in the PM peak hour. Therefore, three sawmill truck trips would occur in the PM peak hour. Cut lumber will be hauled away from the site in 4 trucks per day. This would equate to 8 one-way truck trips per day. Again, consistent with data obtained from Hobart Mills, 17 percent of trips occurred in the PM peak hour. Therefore, one lumber truck trip would occur in the PM peak hour. One service vehicle such as a garbage collection truck is expected to visit the site over the course of a peak day.

Multiple comments were received which questioned the validity of the transportation analysis and findings. The transportation consultant for this project, LSC Transportation Consultants, Inc. and the owner/operator confirms the accuracy of the trip generation numbers shown in Figure 23, including no new trucks trips will be necessary for hauling away the 'four new truck trips bringing materials on site'. This is a function of the significantly reduced amount of the material leaving the site as compared to material arriving at the site. This is due to both use of the wood residuals to fire the boiler and the loss of water content in the finished lumber material versus that in the green logs coming into the site.

Operation of the proposed project would also increase the total amount of vehicle miles traveled (VMT) on the regional transportation network. However, the VMT associated with the sawmill is not necessarily generated by the proposed project but is actually necessitated by the forest thinning projects in the area. Without the proposed project, these forest thinning projects would still occur, generating trips to and from another sawmill further away. The closest open sawmill locations besides the project location would be in Quincy – 70 miles, Lincoln – 80 miles, or Honey Lake – 100 miles. Without the proposed sawmill and with the elimination of the existing Hobart Mills sawmill, the shortest trip length associated with the sawmill operation trucks would be 70 miles. To be conservative, this shortest potential alternative length was applied, which results in a significantly higher daily VMT (estimated at 2,100 daily VMT). Therefore, developing a sawmill in this area would reduce overall regional sawmill truck VMT as shown in Figure 24.

Table 4: SR 89 Sawmill - Ve	ehicle Miles Ti	raveled (VM Trip Length	T)
Origin/Destination	Daily Trips	(miles)	Daily ∨MT
New Sawmill Trips	8	15	120
Average Alternative Location for Sawmill Trips	30	70	2,100
Net Impact of Sawmill			-1,980
Residential Trips	31	11	341
Net VMT Impact of Project			-1,639
Source: LSC Transportation Consultants, In	nc.		

Figure 24: Proposed Project VMT

The project components would be accessed via new interior roads utilizing an existing driveway off of Klondike Flat Road. Klondike Flat Road would be improved to provide for two (2) 10-foot-wide travel lanes which meet Two-Way Fire Safe Access Road Standards as shown in Figure 4. The interior roadways leading to both the facility component (Mill Road) and the residential

component (Alpenglow Drive) would be developed to provide for two (2) 10-foot-wide travel lanes to achieve Fire Access Road Standards. Residential dwelling units would be accessed via proposed private driveways improved to meet Private Driveway Construction Standards.

The project will be conditioned to meet the County's Two-Way Fire Safe Access Road Standards and the internal access (both proposed Alpenglow Drive and proposed Mill Road) will be conditioned to meet Fire Standard Access Road Standards with a 20-foot-wide access path and 2-foot shoulders as shown in Figure 25. The proposed access and roadway improvements have been reviewed by the Nevada County Department of Public Works and Caltrans and determined to provide adequate access to serve the proposed project and surrounding areas. No additional improvements to SR89 were proposed or required by Caltrans.

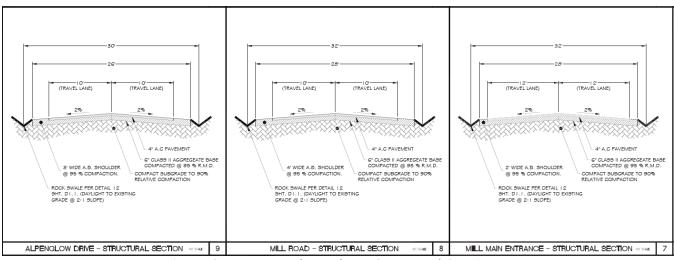


Figure 25: Proposed Roadway Structural Sections

The maximum sight distance need is corner sight distance for a Combination Truck which would require at least 1,010 feet of sight distance from Klondike Road both north and south on SR 89. Over 1,010 feet of sight distance is provided at Klondike Road in terms of the physical roadway but currently vegetation and an existing speed limit sign are interfering. To the south a speed limit sign and trees are impeding sight distance as shown in Figure 26, below and to the north only trees are impeding minimum sight distance.

Project condition of approval H.1 and H.6 would require that the project applicant improve minimum sight distance by moving the speed limit sign and conducting vegetation management pursuant to an encroachment permit issued by Caltrans. Once the speed limit sign is relocated and trees are removed or trimmed, adequate sight distance can be provided and project conditions of approval would require the project applicant to maintain adequate sight distance throughout project operation. Further, project condition of approval C.10 would require the project applicant to pay traffic impact fees pursuant to the Regional Traffic Mitigation Fee program prior to the start of project operations. While a change in the traffic flow would be noticeable to the surrounding properties in terms of vehicles per day, the roadway conditions would be improved to accommodate the increased volumes and total traffic, thus ensuring that the design expectations of the roadways would be consistent the requirements of the Nevada County Fire Safety Regulations and Road Standards.



Figure 26: Existing Speed Limit Sign To Be Moved

<u>Wildfire</u>

The project parcel is within the State Responsibility Area and the jurisdiction of CAL FIRE Nevada-Yuba-Placer Unit. The parcel is designated as a Very High Fire Hazard Severity Zone by CAL FIRE. The project has been reviewed and conditioned by the Office of the Nevada County Fire Marshal in consultation with the Truckee Fire Protection District to ensure all applicable access, evacuation, construction techniques and defensible space requirements are achieved. In the case of a wildfire requiring evacuation in the area, SR 89 would serve as a major route for many parcels to the north and west of the project site. SR 89 is the primary corridor for the Eastern County region running north to south. While the project would add people and vehicles to the area that would need to evacuate, both during construction and operation, the project site is less than one driving mile to SR 89 along Klondike Flat Road and would not significantly hinder the flow of traffic during an evacuation. The project proposes to improve driveway and encroachment access onto Klondike Flat Road and would not pose any substantial increase in difficulty in exiting the area in the case of an emergency.

All structures will be built to current California Building Code for fire safety including Wildland Urban Interface (WUI) standards and defensible space/fuel reduction zones shall be created and inspected by CALFIRE to minimize risk of fire hazards to structures and project occupants.

In order to serve the structures on site, fire water storage will be required along with adequate fire suppression for all structures proposed on the subject parcel. All fire water infrastructure will be contained on site, and will not induce further environmental impacts, as the water will be sourced from the permitted well as permitted by the Fire Marshal. All driveways and roads will meet the County's adopted standards or an approved petition for exceptions to these standards for width, grade, and vegetation clearance, which help to increase fire safety and access for emergency vehicles.

One comment received from the CAL FIRE Forestry Division clarified that the Timberland Conversion Permit and Timber Harvesting Plan from CAL FIRE required under Mitigation Measure 2A shall be implemented prior to any tree cutting or removal of trees, rather than prior to permit issuance because there is potential for tree removal without the need for building or improvement permits. The revisions requested by CAL FIRE and implemented by the Planning Department are non-substantive in nature and merely clarify the timing for mitigation.

Pursuant to comments received by the Truckee Fire Protection District (TFPD), this project is unique in that fire protection funding generated from the proposed development may not accurately represent the values at risk or impacts to service delivery related to the development. As a result, project conditions of approval require the applicant to either (1) complete an annexation of the subject property into the TFPD jurisdiction approved by the Nevada County Local Formation Commission (LAFCo), or (2) enter into an Out of Area Service Agreement with TFPD approved by the LAFCo to support the delivery of fire protection services.

The main access road to the site, Klondike Flat Road, would be improved to Fire Safe Access Standards, and all internal circulation would be required to maintain adequate turning radii and access widths for emergency vehicles. All proposed improvements would require Building Permits and conformance with Chapter 5 of the Nevada County Land Use and Development Code for building and grading standards. Pursuant to Nevada County Zoning Regulations, the project would be conditioned to require the submission and approval of a Fire Protection Plan by the Nevada County Fire Marshal. The Fire Protection Plan would include an evacuation plan, a fuels management plan, identification of emergency water supplies, and other fire protection measures. As a result, the project conditions of approval and mitigation measures.

Environmental Review Summary

One additional comment received from the Environmental Health Department clarified that the Lahontan Regional Water Quality Control Board is the Local Enforcement Agency for Mitigation Measure 9A, not the Environmental Health Department. The revisions requested by the Environmental Health Department and implemented by the Planning Department are non-substantive in nature and merely clarify the lead responsible agency for mitigation. Pursuant to Section 15073.5(c)(1) of the California Environmental Quality Act Guidelines, a lead agency may replace or augment mitigation measures with equal or more effective measures pursuant to Section 15074.1, without recirculating the Initial Study/Mitigated Negative Declaration. Based on the comments from CDFW, the Environmental Health Department, and CAL FIRE, staff has revised the draft Initial Study and proposed Mitigation Measure 4E. These changes are also reflected in the project's recommended Conditions of Approval and Mitigation Monitoring and Reporting Program for consistency. These amendments as well as the added conditions of approval discussed above, provide a full response and acceptance of comments received, providing more effective mitigation to potential environmental impacts.

Since this project will not result in significant impacts to the environment, staff has determined that a Mitigated Negative Declaration is the appropriate document for this project. Staff therefore recommends that the Planning Commission adopt the draft Initial Study/proposed Mitigated Negative Declaration for this project.

ZONING AND GENERAL PLAN CONSISTENCY

The proposed Alpenglow Timber project is consistent with the with the intent of the property's underlying Forest (FR) with Scenic Corridor Combining District (SC) and the Forest (FOR) General Plan Land Use designation which allows for Development & Processing of Natural Resources (lumber mills) with an approved Use Permit, Private Power Plants, including Biomass Fuel Production with an approved Use Permit, as well as Employee Housing as an allowed use subject to zoning compliance and building permit issuance.

As proposed, the project would allow for the construction and operation of a forestry management and material processing facility supported by a wood fired boiler and associated structures, and six residential dwelling units for State-Regulated Employee Housing in three duplexes. Pursuant to requirements of the Nevada County Zoning Regulations, the subject project site is zoned FR, which implements General Plan Land Use Policy 1.2.4.o, that provides for production and management (including timber harvesting and related operations) of timber resources, and compatible recreational and low-density residential uses. The intent of FR Zoning District is to provide areas for the protection, production and management of timber, timber support uses, including but not limited to equipment storage and temporary offices low intensity recreational uses, and open space.

Regarding the General Plan, the project furthers several of the goals and policies of the County's General Plan, which are provided below:

- Land Use Policy 1.2.4.o allows for natural resource processing and dictates that the Forest General Plan Designation is "intended to provide for production and management (including timber harvesting and related operations) of timber resources, and compatible recreational and low-density residential uses. Within the Forest designation, the minimum parcel size should be 40+ acres, in order to provide for preservation of the timber resource and protection of resource management needs and opportunities."
- Land Use Policy 1.3.10 states that "to encourage resource management in subdivisions in the Rural General Plan designations, agricultural and timber production uses shall be considered appropriate uses within said subdivisions, and the tentative map approval process shall encourage clustering to support grazing, forest management, and crop production coexistent with residential uses."
- Land Use Policy 1.7.4, which outlines specific impervious surface and maximum building height requirements as required by the General Plan Land Use Designation for which the project is located.
- Circulation Element Policy LU-4.1.1 dictates that the minimum level of service allowable in the Rural Regions of the County, as identified in the General Plan, shall be level of service (LOS) C.
- Noise Element Policy 9.1.2 which require compliance with noise performance standards and land use compatibility standards for all discretionary projects.

- Safety Element Policy FP-10.7.2 outlines that as a condition of development, the County require long-term maintenance of private roads to meet current standards, including roadside vegetation management, as part of a formal private road association or similar entity.
- Forest Element Policy 15.6 to "recognize the need and importance in the Forest land use designation of managing forest products, and of managing natural resources to enhance outdoor recreation. Recognize the importance for providing for an efficient and cost effective means of harvesting and using forest lands. Recognize that the forested areas have a need for certain commercial support uses which should be allowed in a manner which is consistent with the forest use and outdoor recreation areas. Uses which are consistent in the Forest land use designation may include the processing of forest products and natural resources."

With the approval of the proposed Conditional Use Permit (CUP23-0004) and Initial Study/Mitigated Negative Declaration (EIS24-0004), the proposed project would be consistent with the FR-640-SC Zoning Districts and FOR-640 General Plan Land Use Designation and specifically with the allowed uses with the Forest Zoning District as outlined in Nevada County Zoning Regulations. Further, the project has been designed to meet the Forest Site Development Standards, including but not limited to setbacks, height, and impervious surfacing coverage, as provided for in the Zoning Regulations. Additionally, the project has been found to be consistent with the various sections of the Comprehensive Site Development Standards, including but not limited to setbacks.

All feasible mitigation has been applied to the project to reduce environmental impacts to a less than significant level, and all feasible conditions of approval have been applied to the project to protect the public health, safety, and general welfare.

SUMMARY

The applicant is seeking a Conditional Use Permit to allow for the development and operation of a forestry management and material processing facility supported by a wood fired boiler and associated structures, and six residential dwelling units for State-Regulated Employee Housing in three duplexes located on an approximately 124-acre subject property at 10375 Silverado Way in Truckee, California.

The Planning Department has reviewed the proposed changes and found that no significant physical environmental impacts would occur as a result of this action and that the proposed project would be consistent with the Nevada County General Plan and other similar surrounding uses of the subject parcel.

The project has been reviewed for potential environmental impacts through the project specific Mitigated Negative Declaration (EIS24-0004) and it has been determined that all potential project impacts are mitigated to less than significant levels with no significant and unavoidable impacts identified. As documented throughout this report, the project has been found to be consistent with all applicable standards including adopted Comprehensive Site Development Standards and Resource Protection Standards. The recommended mitigation measures and conditions of approval will protect the resources located onsite and ensure compliance with the applicable provisions of the Nevada County Land Use and Development Code and General Plan, as well as ensure neighborhood compatibility as envisioned with the County General Plan and Zoning Regulations. Therefore, the Planning Department is recommending that the Planning Commission approve the Conditional Use Permit as provided for below.

RECOMMENDATION

Staff recommends the Planning Commission take the following actions:

- 1. **Environmental Action:** After review and consideration, adopt the proposed Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program (EIS24-0004) as amended and provided in Attachment 2 pursuant to Sections 15073.5(c)(1), 15074, and 15097 of the California Environmental Quality Act Guidelines, and make Findings A through D:
 - A. That there is no substantial evidence in the record supporting a fair argument that the proposed project, as mitigated and conditioned, might have any significant adverse impact on the environment;
 - B. That the proposed Mitigated Negative Declaration reflects the independent judgment of the Planning Commission; and that the mitigation measures, as agreed to by the applicant, will reduce potentially significant impacts to less than significant levels, and;
 - C. That the location and custodian of the documents which constitute the record of these proceedings is the Nevada County Planning Department, 950 Maidu Avenue.
 - D. Pursuant to Section 15073.5 of the California Environmental Quality Act Guidelines, recirculation of the project specific Initial Study / Mitigated Negative Declaration (EIS24-0004) is not required as a result of the modified Mitigation Measures
- 2. **Project Action:** After reviewing and considering the proposed project, approve the Conditional Use Permit (CUP23-0004), subject to the Conditions of Approval and Mitigation Monitoring and Reporting Program (Attachment 1), and pursuant to the Nevada County Zoning Regulations make the following findings A through L:
 - A. That this project as conditioned and mitigated is consistent with the General Plan goals, objectives, and policies, and with the Forest-640 General Plan land use map designation applicable to this project;
 - B. The proposed uses are allowed within and are consistent with the purpose of the FR-640-SC zoning district (within which the project is located), which allows material processing/lumber mill activities and private power plants including biomass fuel production with an approved use permit;
 - C. The proposed use and any facilities, as conditioned and mitigated, will meet all applicable provisions of the Zoning Regulations or a same practical effect of those provisions, including design and siting to meet the intent of the Site Development Standards and Resource Standards mitigating the impact of development on environmentally sensitive resources;
 - D. The design of proposed facilities, as conditioned and mitigated, is consistent with the intent of the design goals, standards, and elements of the Zoning Regulations, and will

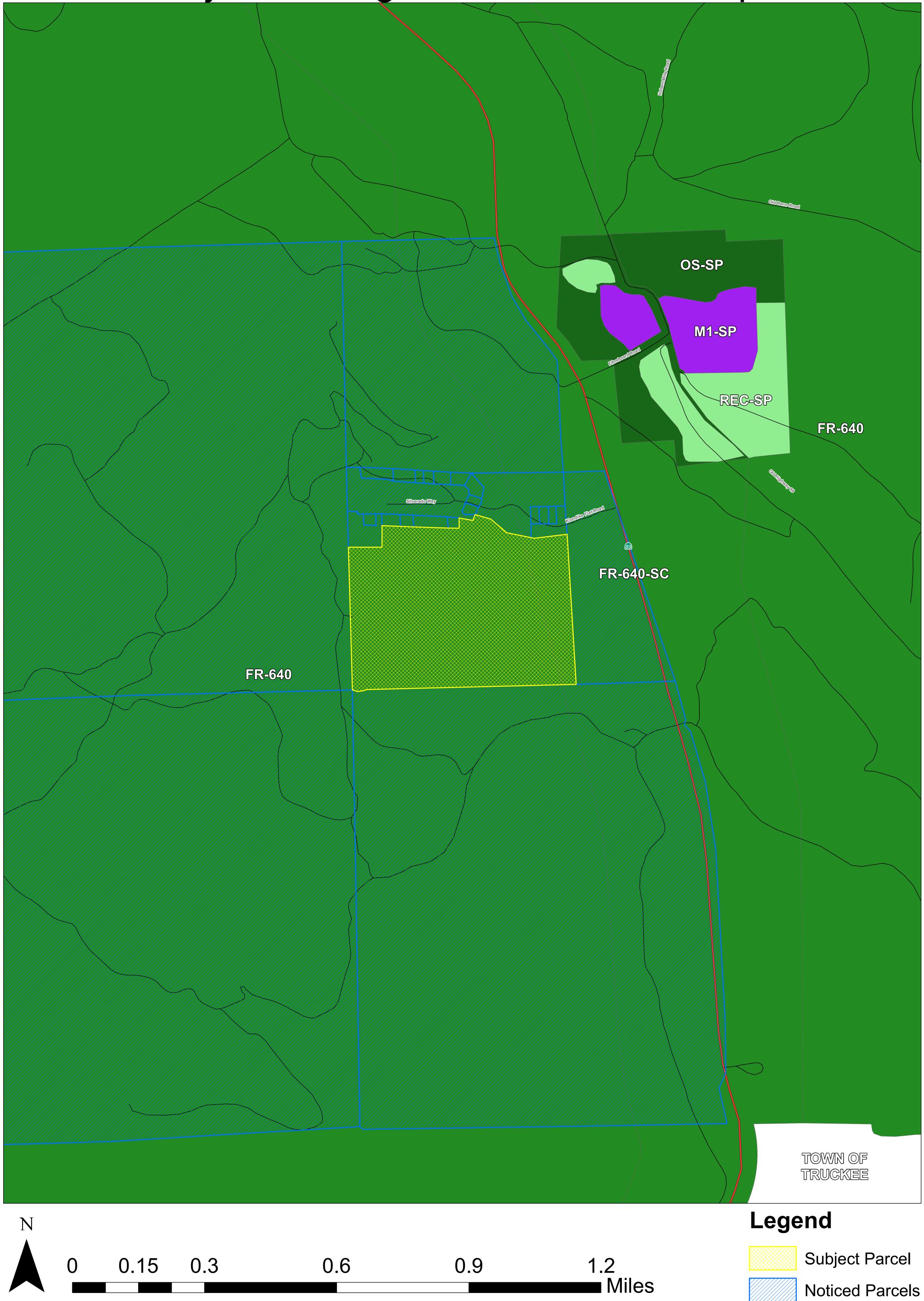
be compatible with the design of existing and anticipated future onsite uses and the uses of the nearby surrounding area;

- E. The site for the proposed use is adequate in size, shape, and location to accommodate the proposed use and all facilities needed for that use and reasonable expansion thereof, if any, and to make appropriate transitions to nearby properties and permitted uses thereon, without compromising site development standards, because the parcel is approximately 124-acres in size, and there is adequate space for the proposed facilities;
- F. The proposed use and facilities, as conditioned and mitigated, are compatible with, and not detrimental to, existing and anticipated future uses on-site, on abutting property and in the nearby surrounding neighborhood or area with the implementation of the conditions and mitigation measures, and due to the site having vegetation to provide screening from public views, and mitigation of potential project impacts;
- G. Adequate provisions exist for water and sanitation for the proposed use as reviewed, conditioned, and mitigated by the Environmental Health Department;
- H. Highways, streets, and roads on and near the site are adequate in width and pavement type to carry the quantity and kind of traffic generated by the proposed use, which has been determined by the Department of Public Works, Office of the County Fire Marshal and Caltrans, and adequate provision has been made for project specific impacts and the cumulative effect traffic generated by the proposed use so that it will not create or add to an identified problem before construction of needed improvements for which a development fee has been established and imposed upon the project;
- Adequate public facilities and public services exist within the project area which will be available to serve the project without decreasing service levels to other areas to ensure that the proposed use is not detrimental to the public welfare;
- J. Adequate public facilities and public services exist within the project area which will be available to serve the project without decreasing service levels to other areas to ensure that the proposed use is not detrimental to the public welfare, including public roads, public utilities, and fire service;
- K. All feasible mitigation measures, as provided in Attachment 1, have been imposed upon the project; and;
- L. The conditions provided in Attachment 1 include all feasible are deemed necessary to protect the public health, safety, and general welfare.

Sincerely,

Brian Foss, Director of Planning

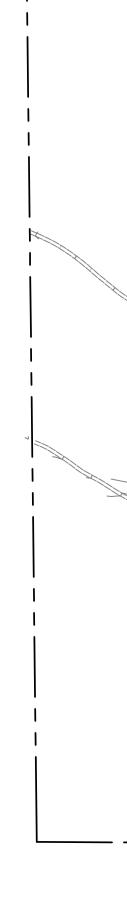
Alpenglow Sawmill: Project Zoning and Notification Map



PROJECT AREA:
OVERALL PROJECT AREA INCLUDES (3) COMPONENTS:• MILL SITE COMPONENT= 597,246 SF• EMPLOYEE HOUSING COMPONENT= 129,381 SF• KLONDIKE FLATS ROAD COMPONENT= 46,495 SFTOTAL PROJECT AREA:= 773,122 SF
SOIL DISTURBANCE AREAS:
IMPERVIOUS AREAS:
MILL COMPONENT:BUILDINGS= 81,895 SFROADS & PARKING= 148,967 SFTOTAL IMPERVIOUS AREA (MILL)= 230,862 SF
EMPLOYEE HOUSING COMPONENT:BUILDINGS= 5,334 SFPAVED DRIVEWAYS= 6,365 SFPAVED ROAD SECTION= 15,183 SF
TOTAL IMPERVIOUS AREA (EMPLOYEE)= 26,882 SFKLONDIKE FLATS ROAD COMPONENT:=(E) ROAD TO BE RESURFACED= 24,655 SF
TOTAL IMPERVIOUS AREA (KLONDIKE)= 24,655 SFCREDIT FOR 1/2 OF KLONDIKE PAVEMENT-12,327 SFTOTAL PROJECT IMPERVIOUS AREAS= 270,072 SF= (6.2 ACRES)
ALPENGLOW DRIVE GRAVEL ROAD (PERVIOUS) = 9,220 SF
DISTURBED AREAS: MILL COMPONENT:
LOG STORAGE= 199,122 SFDRAINAGE & SEPTIC & GRADING= 121,440 SFTOTAL DISTURBED AREA (MILL)= 320,562 SF
<i>EMPLOYEE HOUSING COMPONENT:</i> DRAINAGE & SEPTIC & GRADING = 19,178 SF
TOTAL DISTURBED AREA (EMPLOYEE) = 19,178 SF KLONDIKE FLATS ROAD COMPONENT:
ROAD SHOULDERS = 4,928 SF
TOTAL DISTURBED AREA (KLONDIKE) $= 4,928$ SF
TOTAL PROJECT DISTURBED AREAS = 344,668 SF

100 ACRE WOODS FORESTRY MAN AND MATERIAL PROCESSING FA

PROPOSED EMPLC HOUSING COMPONEN



NEVADA COUNTY APPROVALS:

PLANS ARE ACCEPTED FOR USE AS WORKING DOCUMENTS. UNDISCOVERED ERRORS AND OMISSIONS SHALL BE CORRECTED AT THE DEVELOPER'S EXPENSE AS DISCOVERED. APPROVAL EXPIRES THREE (3) YEARS FROM THE APPROVAL DATE UNLESS AN EXTENSION APPROVED IN WRITING BY THE COUNTY DEPARTMENT(S) BELOW OR CONS BEEN INITIATED. EXPIRATION WILL RESULT IN A REQUIREMENT TO RESUBMIT FOR PLAN CHECK. PAYMENT OF CURRENT FEES AND COMPLIANCE WITH CURREN STANDARDS

COMMUNITY DEVELOPMENT AGENCY PUBLIC WORKS

SIGNED:_ PRINT NAME: TITLE: DATE:

TITIE:

DATE:

COMMUNITY DEVELOPMENT AGENCY PLANNING DEPARTMENT

SIGNED:-

PRINT NAME:

COMMUNITY DEVELOPMENT AGENCY ENVIRONMENTAL HEALTH

SIGNED:_ PRINT NAME:

TITLE: DATE:

INSTRUCTIONS TO CONTRACTORS:

48 HOUR NOTICE REQUIRED PRIOR TO COMMENCING WORK

BEFORE COMMENCING WORK, ALL PLANS, SCHEDULES, AND PROGRAMS MUST BE SUBMITTED AND APPROVED IN CONFORMANCE WITH THE REQUIREMENTS OF THE NEVADA COUNTY GENERAL SPECIFICATIONS AND THE STATE OF CALIFORNIA STANDARD SPECIFICATIONS DATED 2022. BEFORE COMMENCING WORK, THE CONTRACTOR SHALL NOTIFY THE NEVADA COUNTY COMMUNITY DEVELOPMENT RESOURCE AGENCY, ENGINEERING AND SURVEYING DIVISION, CONSTRUCTION INSPECTION OFFICE 48 HOURS IN ADVANCE OF THE TIME OF COMMENCEMENT. CALL NEVADA CITY: (530) 265-1222.

RECORD DRAWING NOTE:

ALL INFORMATION SHOWN ON THESE PLANS HAS BEEN PREPARED BY, OR UNDER DIRECTION OF, THE UNDERSIGNED ENGINEER. ADJUSTMENTS MADE IN THE FIELD DURING CONSTRUCTION ARE INCLUDED HEREIN AND ARE BASED UPON FIELD OBSERVATIONS MADE UNDER THE DIRECTION OF OR BY THE UNDERSIGNED AND/OR INFORMATION RECEIVED FROM THE PROJECT OWNER, PROJECT CONTRACTORS, AND PUBLIC AGENCIES WHEN THE ENGINEER IS ADVISED IN WRITING OF SUCH CHANGE. THE ENGINEER PREPARING THESE PLANS WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR, CHANGES TO THESE PLANS NOT AUTHORIZED BY THE ENGINEER.

DATE ENG	INEER SIGNA	OR SEAL)			
DATE CONTRACTOR SIGNATURE				PRIN	
	REVISION	DATE		DESCF	
DRAWN BY: CTV DESIGN BY:KF					
CHECKED BY: TKF DWG: P:/BMP/MERCER-MILL\FCE-CIVIL					

DEVELOPER'S RIGHT-OF-WAY CERTIFICATE

P.O. Box 361, Tahoe Vista, CA 96148

SUCCESSORS AND ASSIGNS AND DEVELOPER'S AUTHORIZED AGENT(S).

STATED HEREIN

SIGNED:

NT NAME: _____

APN: 016-530-03 0375 SILVERADO WAY, TRUCKEE (124.06 AC)

 $\frac{OPEN SPACE}{(24.9 ACRES = 20\% OF}$ PARCEL SIZE 124.06 ACRES

UTILITY INFORMATION:

fax: 530.546.4469 NEVADA COUNTY

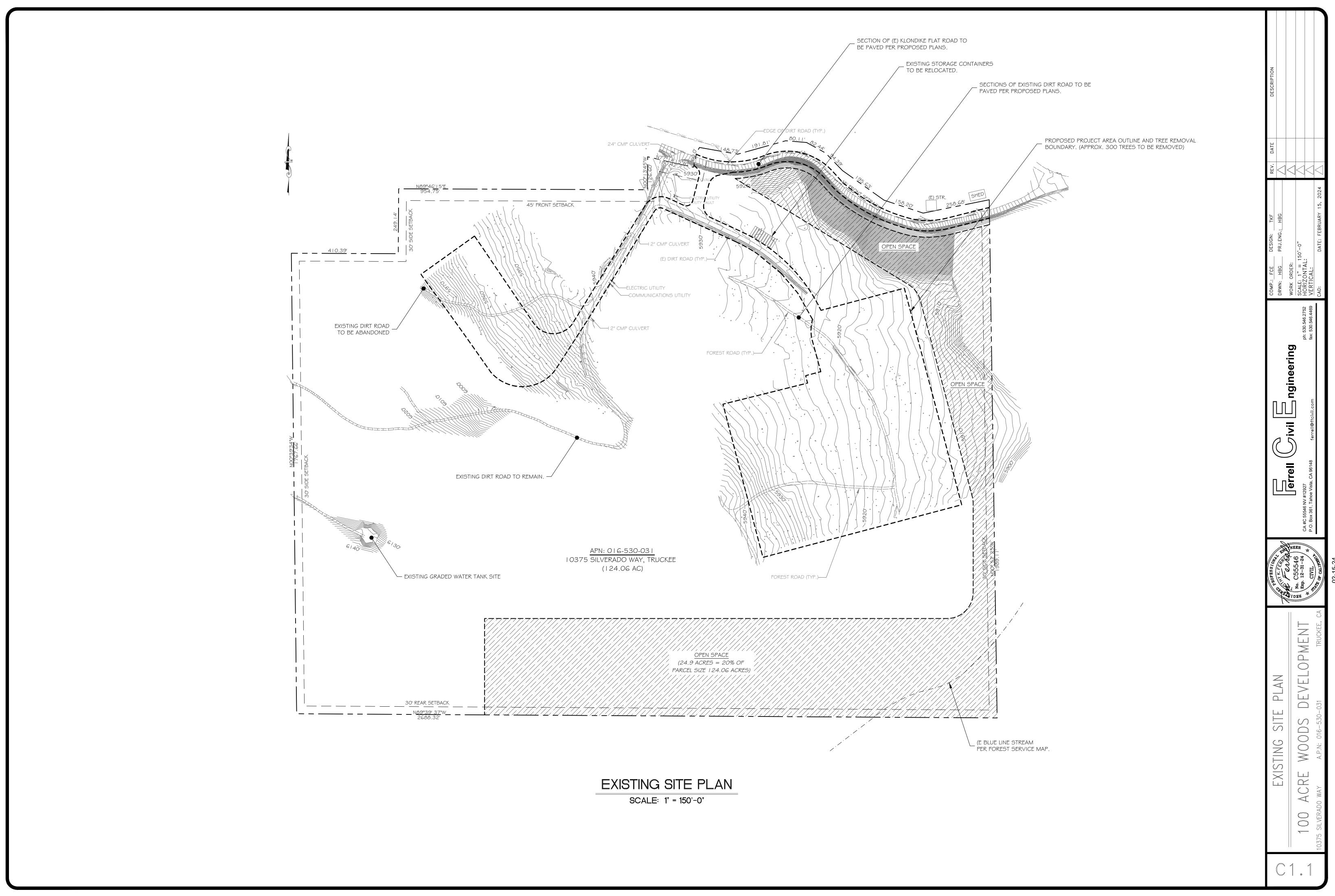
SITE OVERVIEW

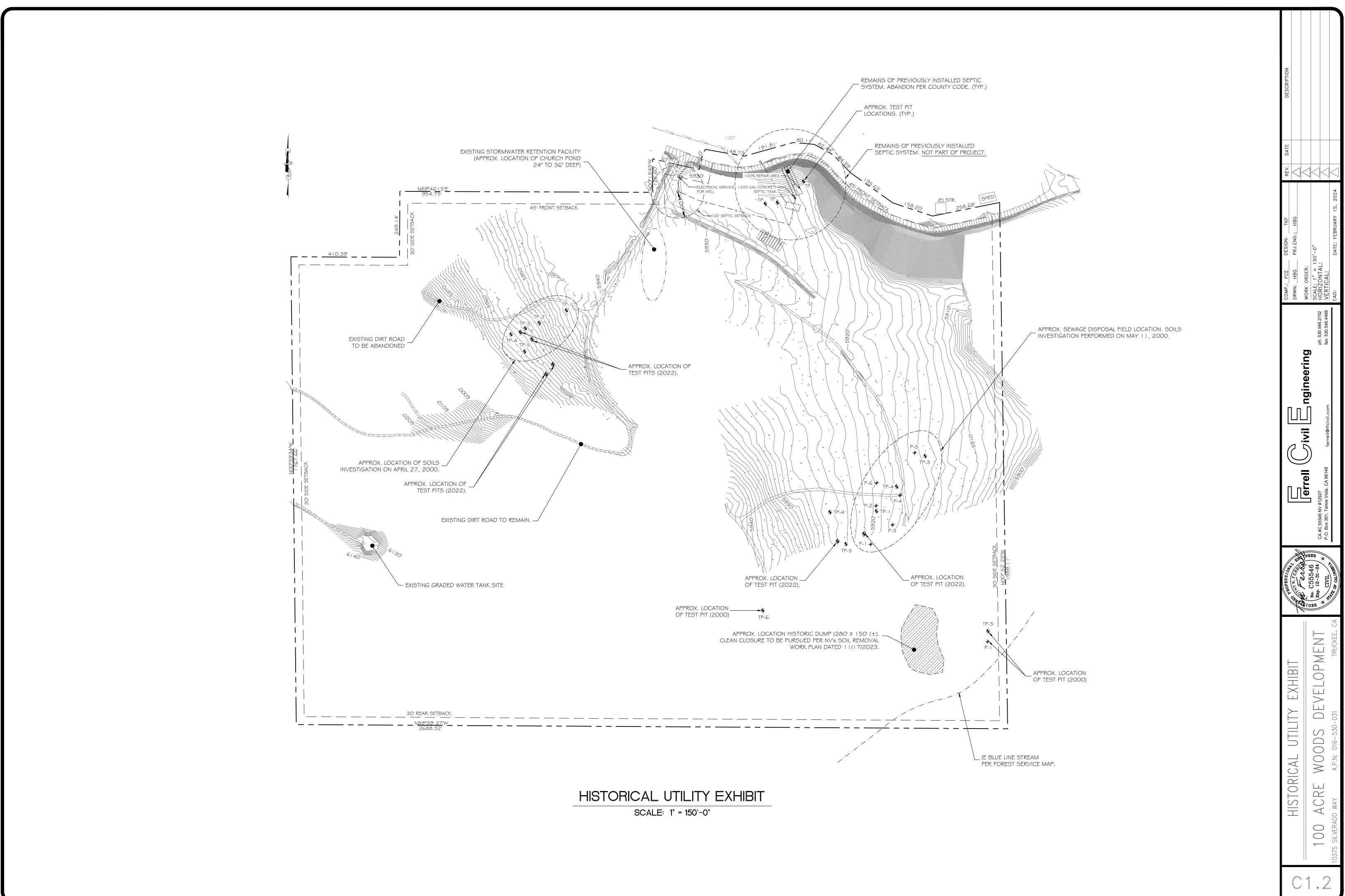
SCALE: 1" = 200'-0"

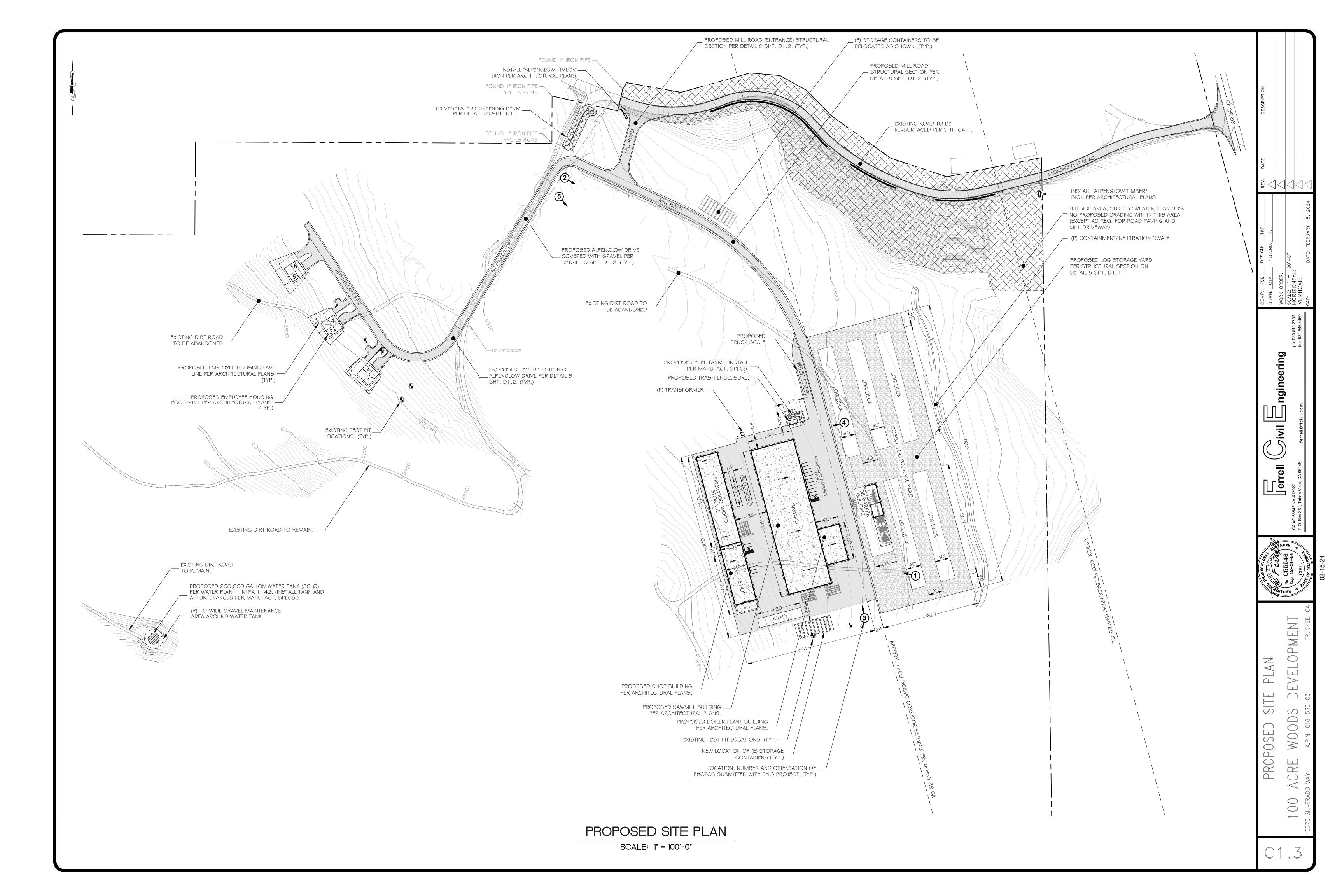
TAHOE TRUCKEE SANITATION AGENCY SOLID DEVELOPER OF WASTE: P.O. BOX 135 TAHOE CITY, CA 96145 ("PROJECT") (530) 583-0148 HEREBY CERTIFIES THAT ALL REQUIRED RIGHT-OF-WAY AND OTHER LEGAL REQUIREMENTS FOR THE TAHOE TRUCKEE SANITATION AGENCY SEWER CONSTRUCTION OF ALL IMPROVEMENTS ASSOCIATED WITH THIS PROJECT, INCLUDING CONSTRUCTION TREATMENT: 13720 JOERGER ROAD PERMITS, WRITTEN CONSENTS, AND RIGHTS OF ENTRY, HAVE BEEN ACQUIRED PRIOR TO APPROVAL OF TRUCKEE, CA 96161 THESE PLANS. DEVELOPER CERTIFIES THAT DOCUMENTATION TO SUBSTANTIATE THIS CERTIFICATION HAS (530) 527-2525 BEEN SUBMITTED TO NEVADA COUNTY. DEVELOPER SHALL HOLD NEVADA COUNTY HARMLESS IN THE EVENT THE ABOVE RIGHTS ARE NOT OBTAINED OR ARE DISPUTED. DEVELOPER HEREBY ACKNOWLEDGES ELECTRICITY: LIBERTY UTILITIES AND AGREES THAT UNDISCOVERED ERRORS AND OMISSIONS OR OTHER REVISIONS REQUIRED BY **Call Two Working Days** 701 NATIONAL AVENUE ACTUAL FIELD CONDITIONS SHALL BE CORRECTED AT THE DEVELOPER'S EXPENSE AS DISCOVERED. **Before You Dig!** TAHOE VISTA, CA 96148 1-800-782-2506 AS USED IN THIS CERTIFICATE, "DEVELOPER" SHALL INCLUDE THE DEVELOPER, DEVELOPER'S PRIVATE WATER SUPPLY WATER: 10375 SILVERADO WAY, THE UNDERSIGNED HEREBY CERTIFIES THAT HE OR SHE HAS THE LEGAL AUTHORITY TO EXECUTE THIS TRUCKEE, CA 96161 CERTIFICATE ON BEHALF OF THE DEVELOPER, AND TO BIND DEVELOPER TO THE TERMS AND CONDITIONS (530) 412-0622 FIRE DISTRICT TITLE: TRUCKEE FIRE PROTECTION DISTRICT Dig Safely. Dig Safely. P.O. BOX 686 CALL: 811 DATE: _____ _____ TRUCKEE, CA 96160 (530) 582-7853 10375 SILVERADO WAY errel CA #C 55546 NV #12927 ph: 530.546.2752

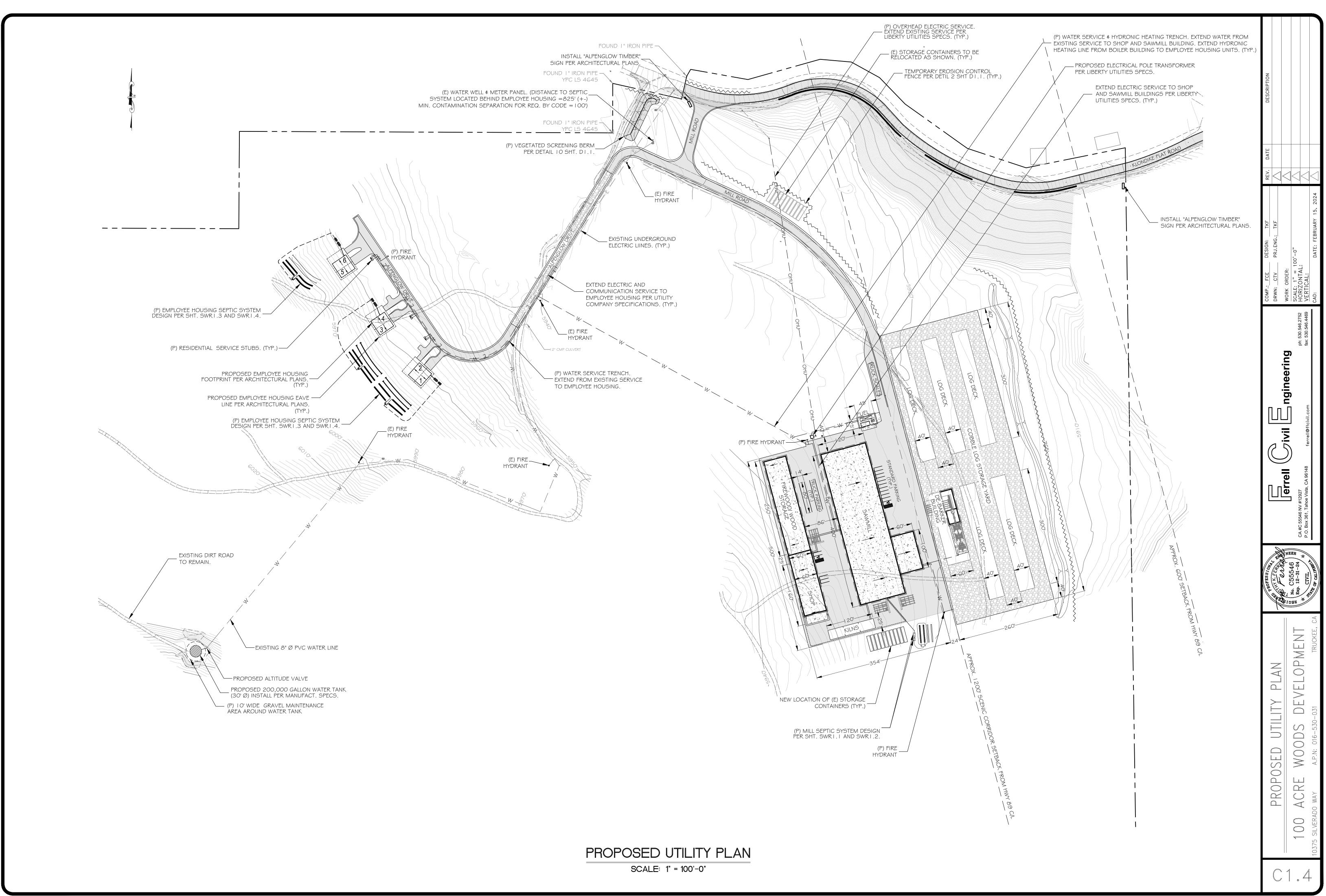
ferrell@ftcivil.com

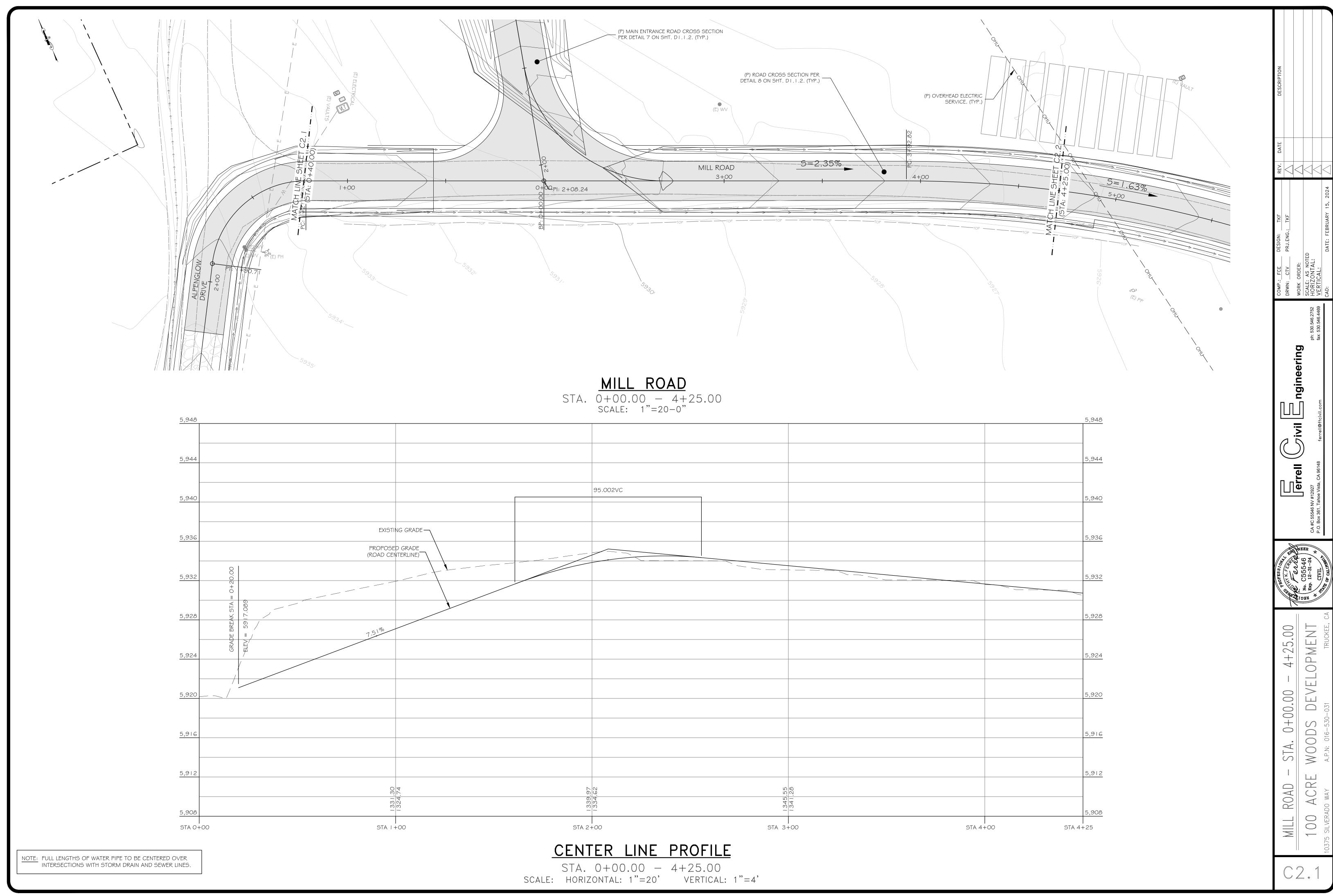
AGEMENT	S. R.	PROJECT SITE SILVERADO WAY	
	ALDER CREEK RD		
	U.S. 80 TRUCKEE		
IDIKE FLATS ROAD		ORTHSTAR	S V CALIFORNIA
COMPONENT	(R. 89)	KIN BEA	<u>CH</u>
	SQUAW		AKE TAHOE
	VICINITY MAP	VEY NOTES:	N.T.S.
٩	I. PROPOSED DEVELOPMEN "TERRAGRAPHIC LAND SU	T DESIGN BASED ON SU	
PROPOSED MILL SITE COMPONENT	 #21109. FERRELL CIVIL FOR THE ACCURACY C IMMEDIATELY CONTACT F. 2. VERTICAL DATUM IS BAS VERIFIED PRIOR TO US 	ENGINEERING WILL NOT DF THIS SURVEY. IF .C.E. FOR A RE-DESIGN. BED ON GOOGLE EARTH	BE RESPONSIBLE CONFLICT ARISES
	ENCUMBERANCES, REST	HEREON IS TAKEN FRO RVEYOR HAS MADE NO FOR EASEMENTS RICTIVE COVENANTS,	INVESTIGATION OR OF RECORD, OWNERSHIP, TITLE
	EVIDENCE, OR ANY OT CURRENT TITLE SEARCH M 4. THE TOPOGRAPHY SHOW AMERICAN CONGRESS OF CONTOURS TO BE WITHIN INTERVAL.	1AY DISCLOSE. 'N HEREON MEETS THE S F SURVEYING & MAPPING	TANDARDS OF THE WITH 90% OF THE
	5. NO INVESTIGATION CON OF UNDERGROUND UTILI MADE AS A PART OF THIS	TY SERVICE LINES TO TH	
	6. ALL UTILITY LOCATIONS DESIGN OR CONSTRUCTION	MUST BE FIELD VERIFI	ED PRIOR TO ANY
	 DATE OF FIELD WORK: AU BUILDING SETBACKS AN NEVADA COUNTY ZONIN 	ID COVERAGE CALCULA NG ORDINANCE AND N	IUST BE VERIFIED
	DIRECTLY WITH THE GOVE 9. THE PRIMARY COLORS OPERATIONAL INFRASTRI SHALL BE IN CONFORMAI RANGES TO BLEND WITH N	OF PROPOSED BUILDIN UCTURE, AND ACCESS NCE WITH THE EARTHTON	GS, LANDSCAPING, ORY STRUCTURES, IE AND WOODTONE
	PROJEC	T INFORMAT	ION:
APPROX. GOO SETBACK FROM HY	l l	00 ACRE WOOD, LLC 264 LANNY LANE / PO I DLYMPIC VALLEY, CA 96 530) 4 I 2-0622	
THMY 69 CL	A F T	ERRELL CIVIL ENGINEER ATTN: TIM FERRELL 2.0. BOX 361 AHOE VISTA, CA 9614	
	PLANNER: G F T	530) 546-2752 GAVIN BALL 2.0. BOX 313 RUCKEE, CA 96160	
	PROJECT I	530) 582-4244 0375 SILVERADO WAY RUCKEE, CA 96161	,
	SHE	EET INDEX:	
(E BLUE LINE STREAM PER FOREST SERVICE MAP.	CI.3 - PROPOSED CI.4 - PROPOSED C2.1 - MILL ROAD C2.2 - MILL ROAD C2.2 - MILL SITE GI C2.4 - LOG STORA	TE PLAN . UTILITY EXHIBIT SITE PLAN UTILITY PLAN STATION: 0+00 - 4+2 STATION: 4+25 - 9+2 RADING PLAN GE GRADING PLAN	5
PROFESSION	C3.2 - ALPENGLOW C3.3 - ALPENGLOW	⁷ DRIVE STATION: 0+00 ⁷ DRIVE STATION: 5+2 ⁹ DRIVE STATION: 9+5 LAT ROAD -PROPOSED IGN - MILL SITE	5 - 9+50 10 - 13+25
No. C55546	SWR1.4 - SEPTIC DET	IGN - EMPLOYEE HOUS AILS - EMPLOYEE HOUS	
$\begin{array}{ c c } & & & \\ \hline & & \\ & &$	DI.I - CONSTRUCT DI.2 - CONSTRUCT DI.3 - CONSTRUCT DI.4 - CONSTRUCT	FION DETAILS FION DETAILS	
OF CALIFORNIA 02-15-24		BIBLE SPACE PLAN	ES
THESE PLANS HAVE BEEN PREPARED UNDER THE DIRECT SUPERVISION OF TIMOTHY K. FERRELL, P.E.	CUT	= 6,850	C.Y.
TIMOTHY K. FERRELL, P.E. DATE RCE NO. C-55546 EXP. 12-31-24	PURPOSES ONL	= 2,400 = 14,450 MES ARE ESTIMATED FOR F Y. CONTRACTOR SHALL DO VALS BEFORE BIDDING.	C.Y. PERMITTING
A.P.N.: 01	6-530-031 DATE: FEBRUA	ARY 15, 2024	sheet T1.1
ITLE SHEET	SCALE:	: " = 200' - 0"	OF
	LIFORNIA W.O. NO. MEI	RCER-MILL	22

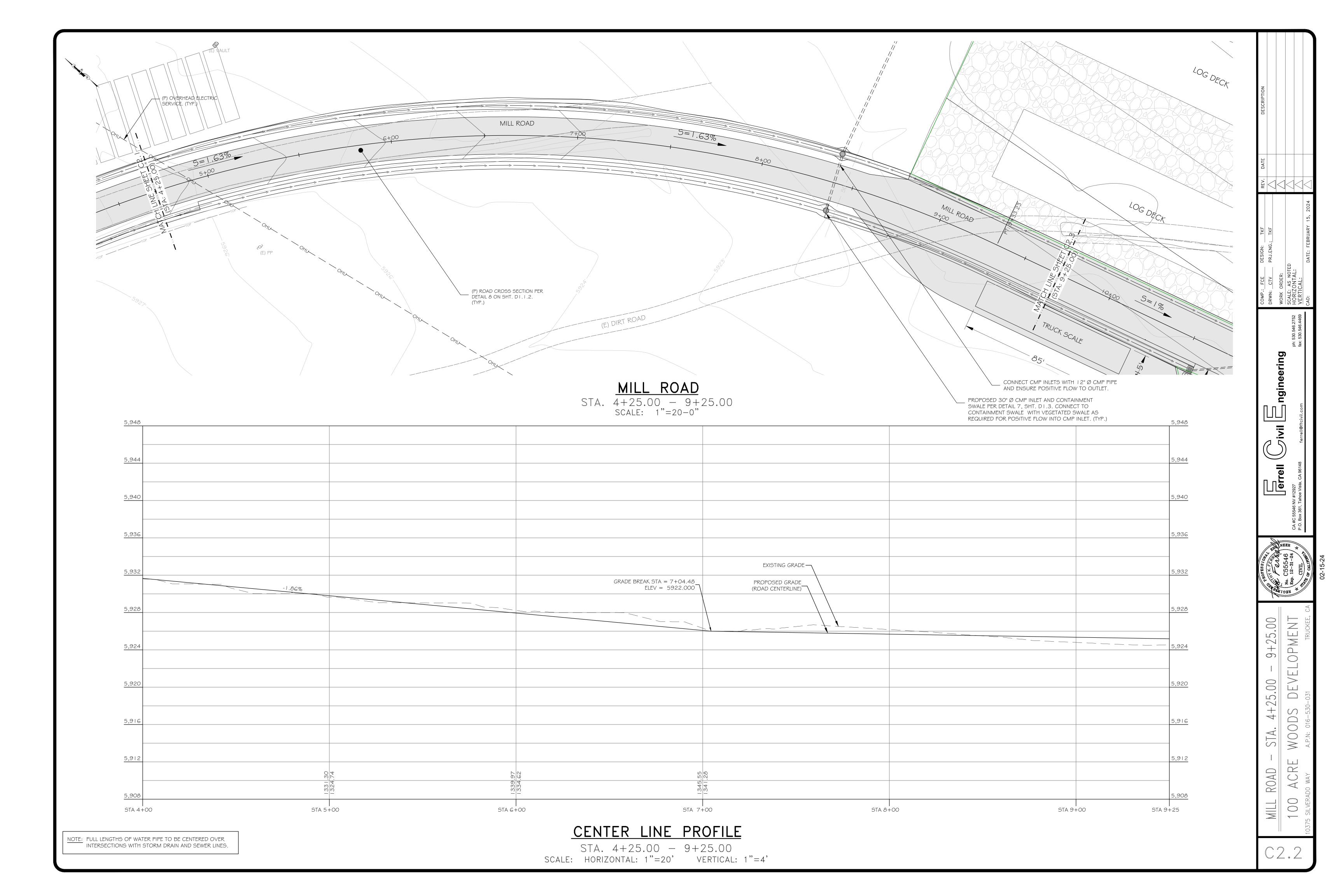


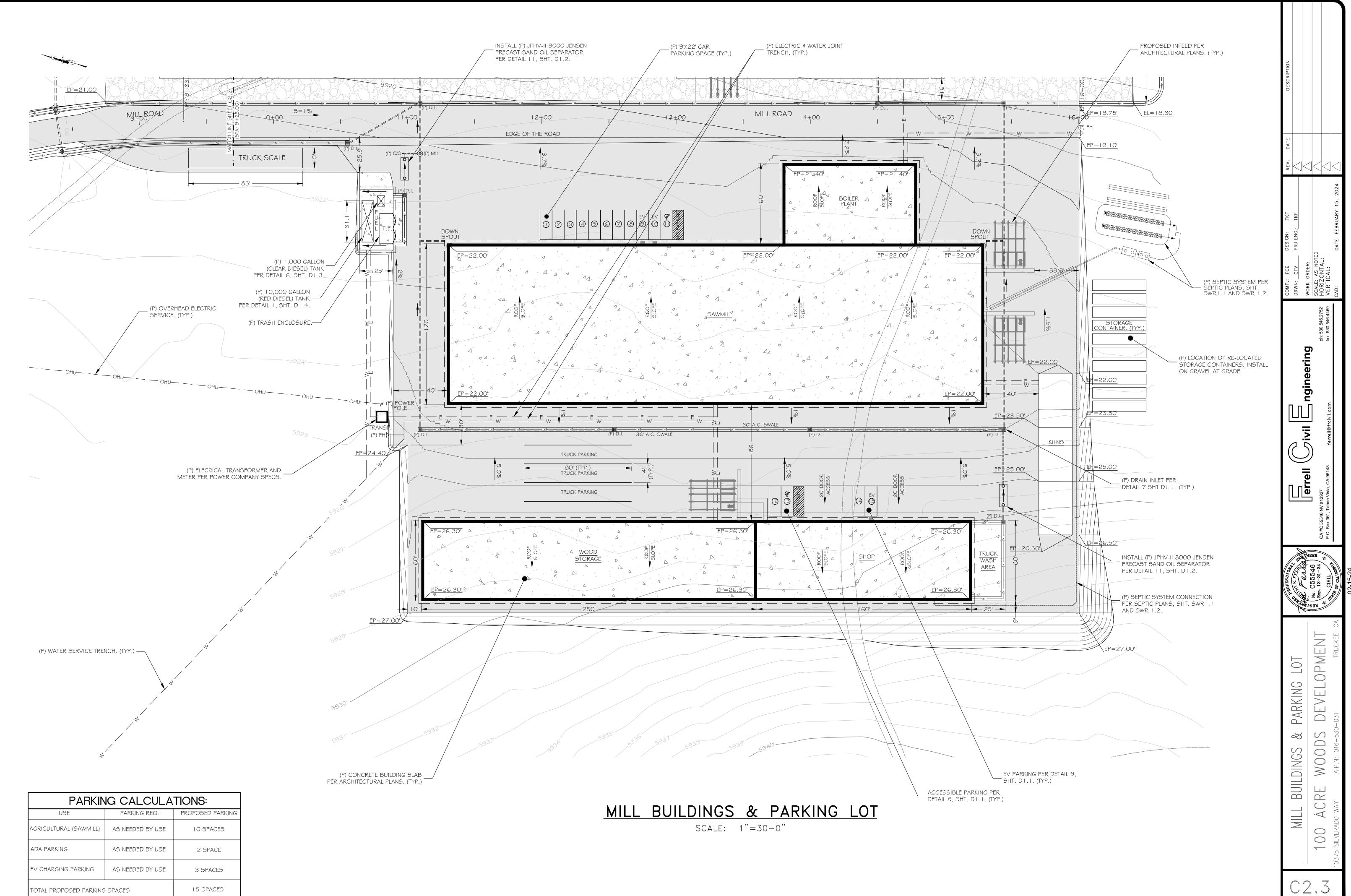


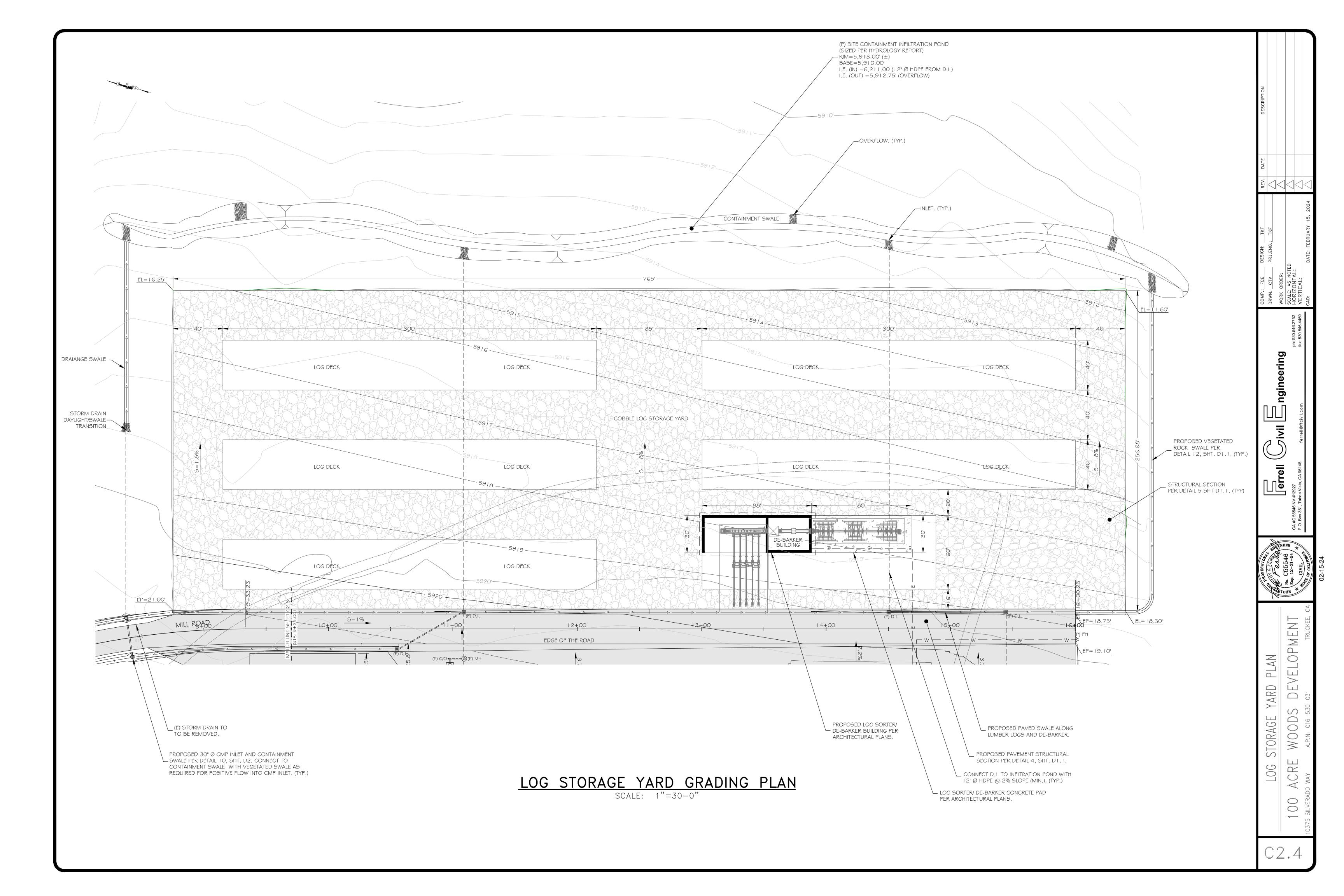


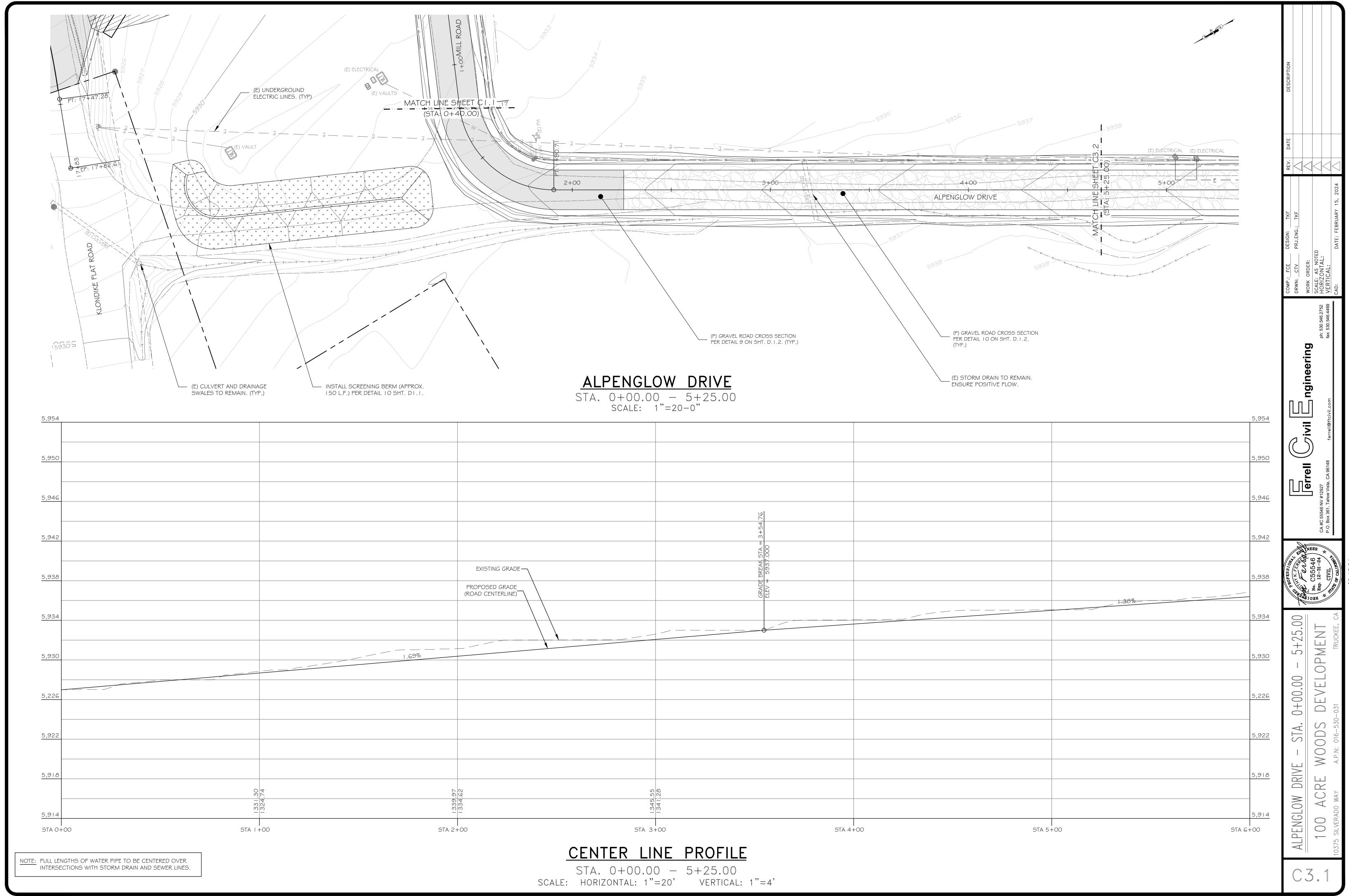






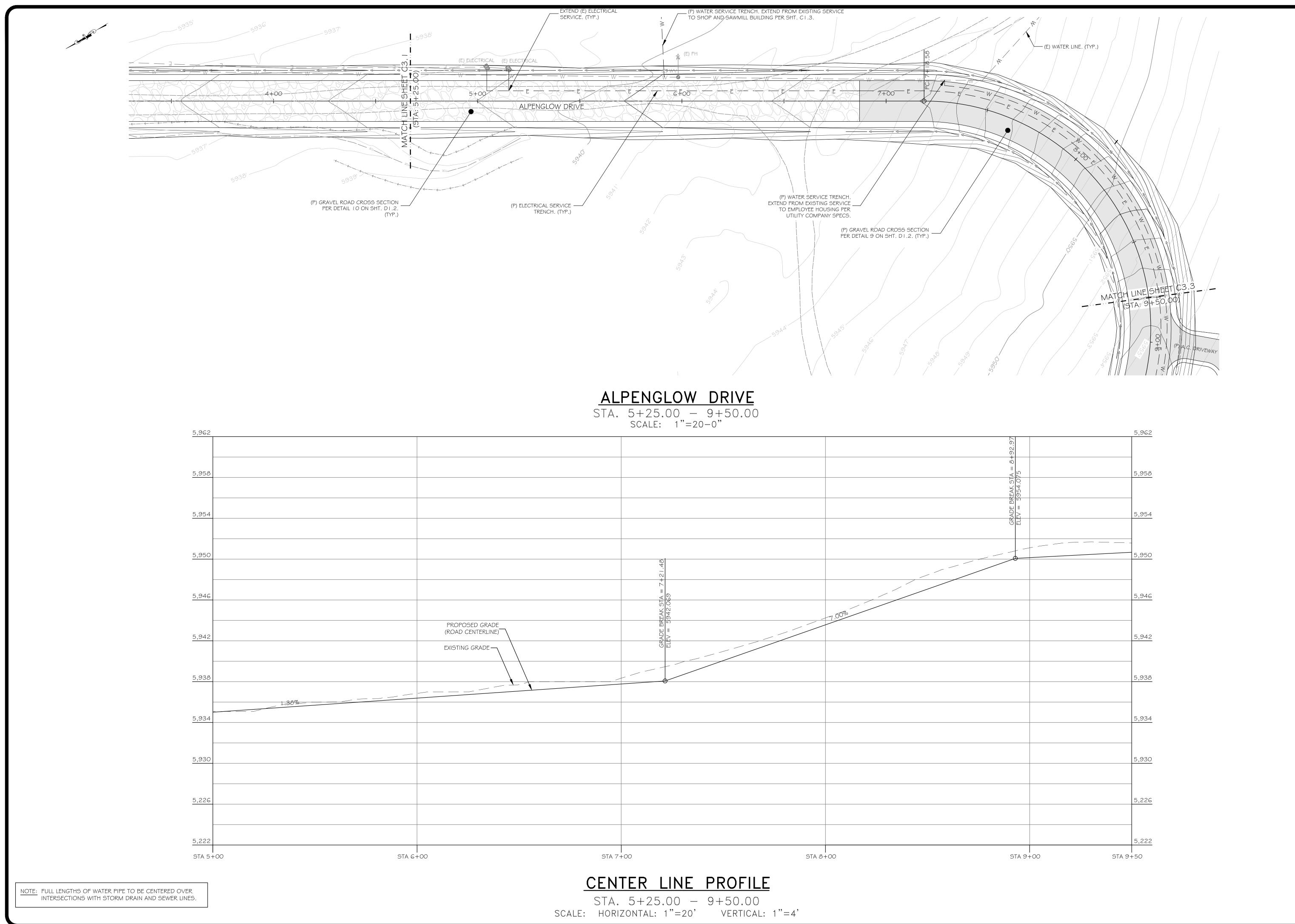


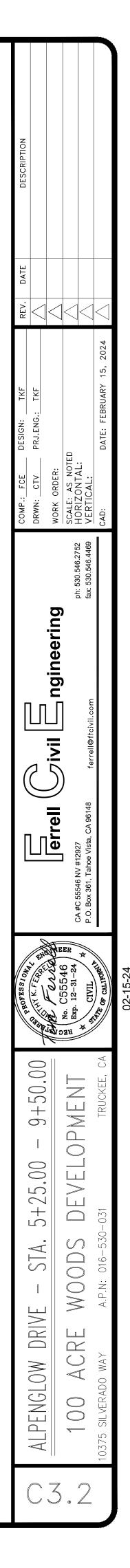


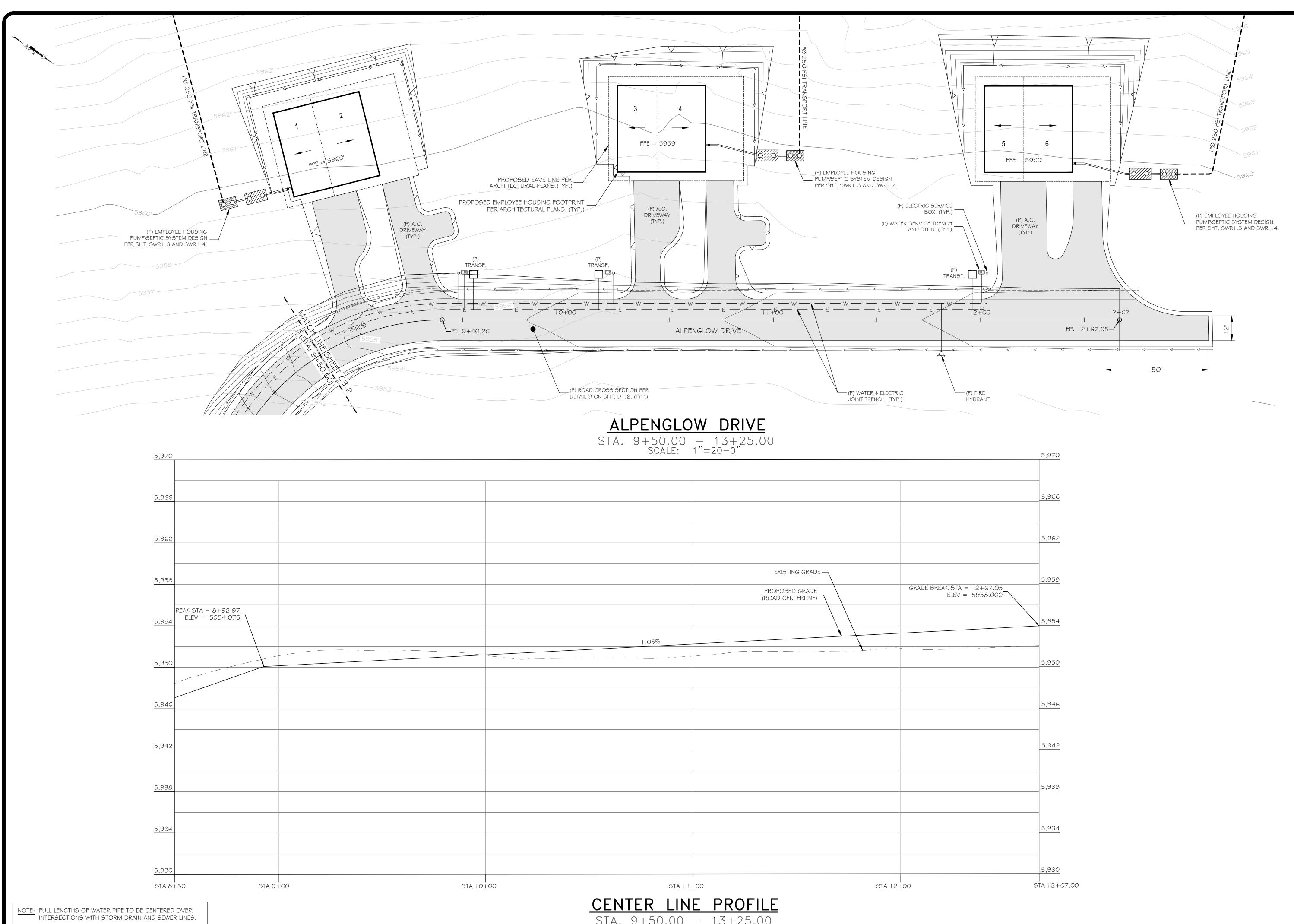


4

5-24

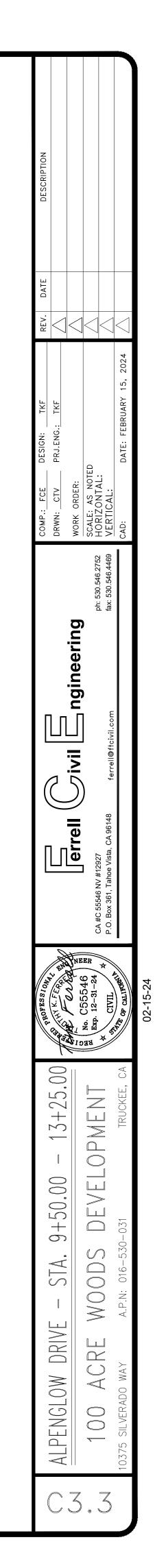


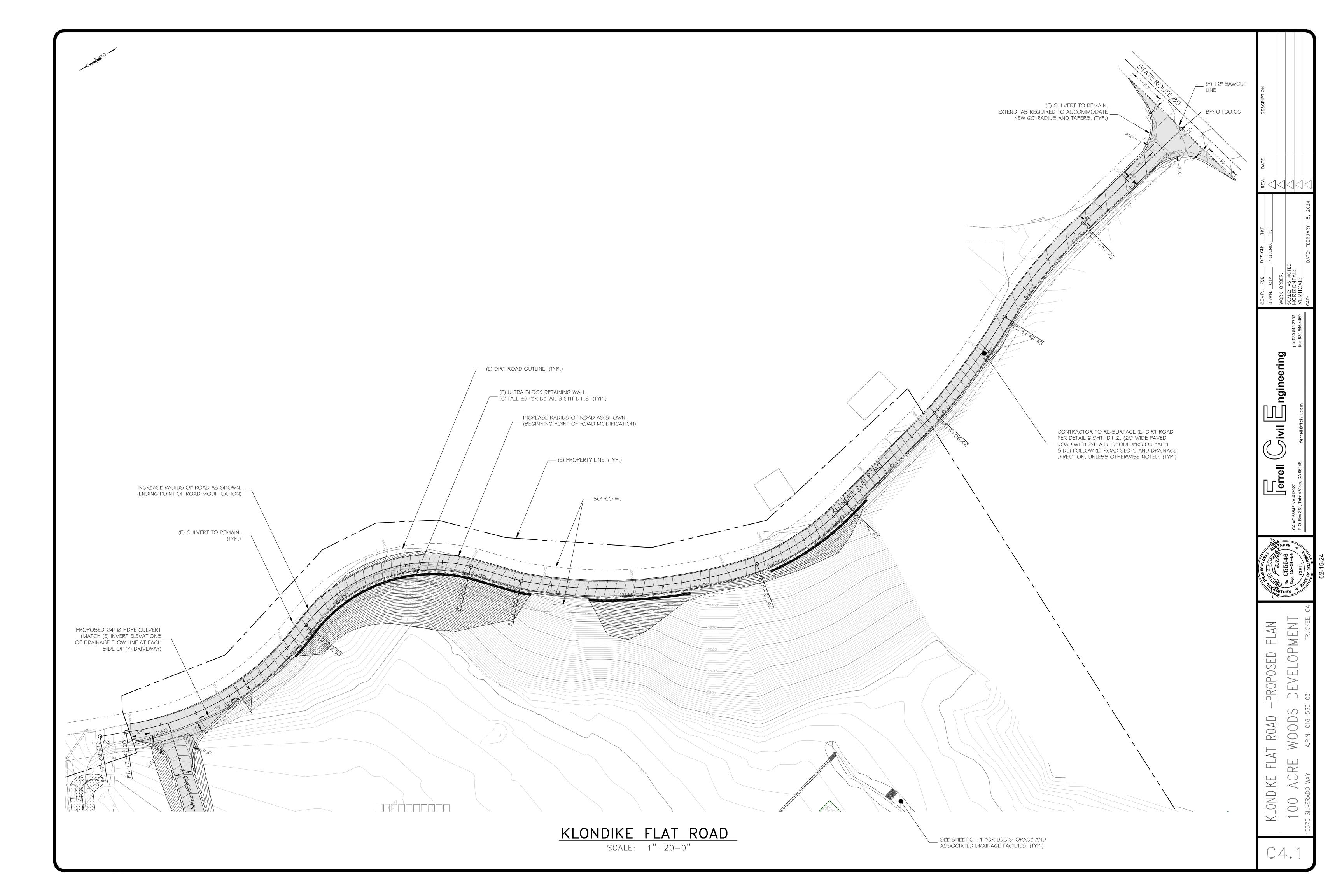


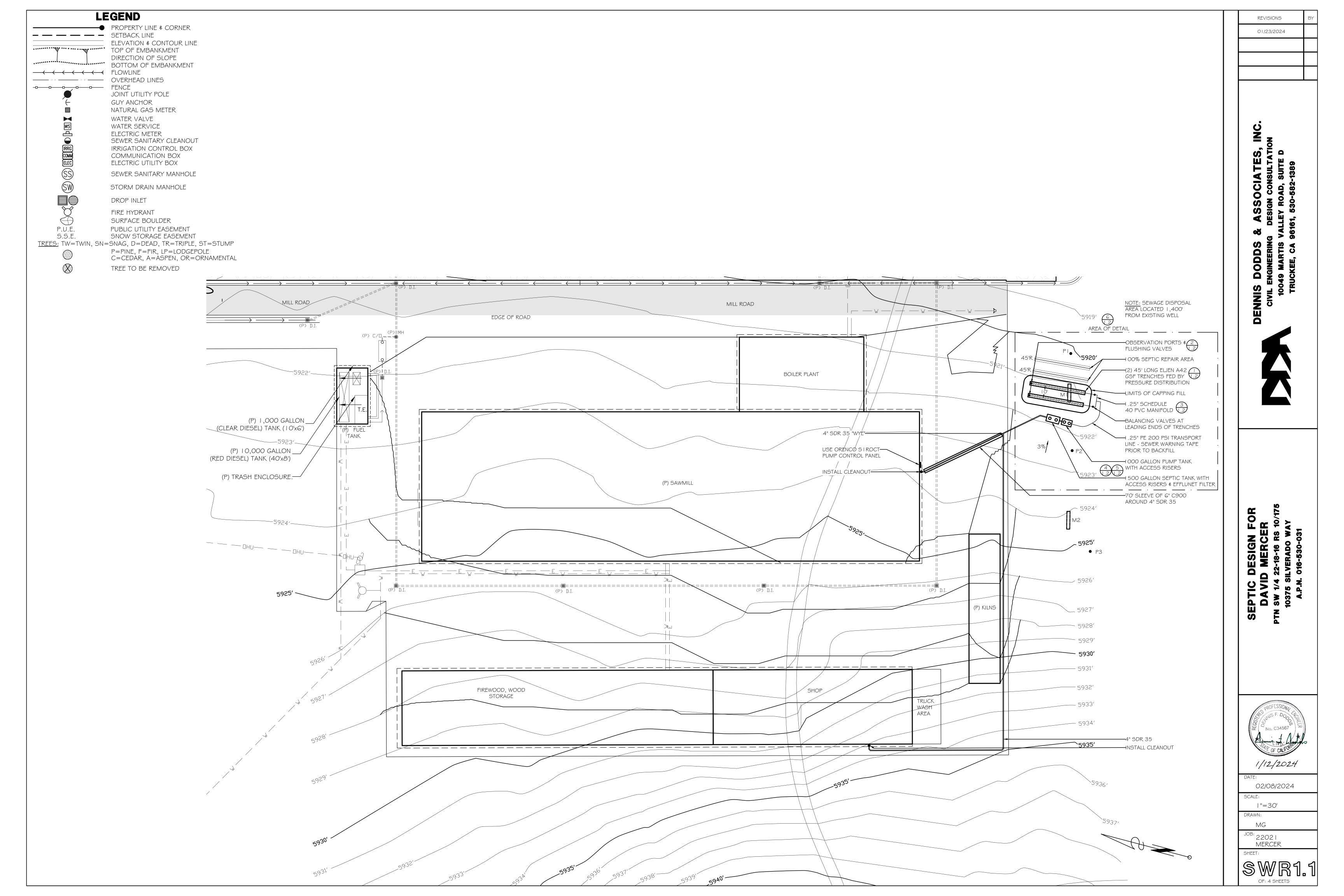


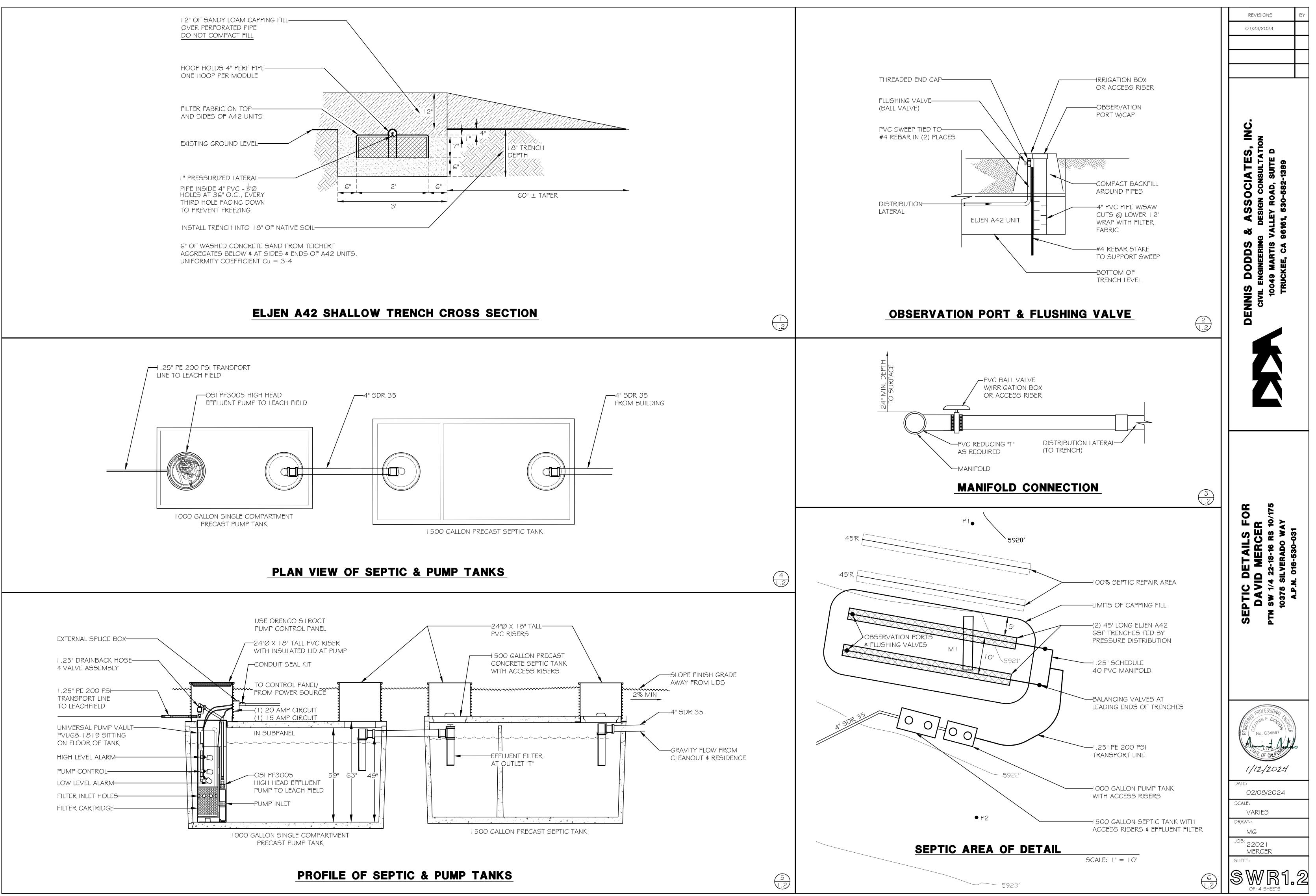
		EXISTING GRADE	
		PROPOSED GRADE (ROAD CENTERLINE)	GRADE BREAK STA = 12 ELEV = 55
	1.05%		
STA 104	-00 STA I I	+00 STA 12	2+00
	<u>CENTER LIN</u>	E PROFILE	
	STA 9+50.00	-13+2500	

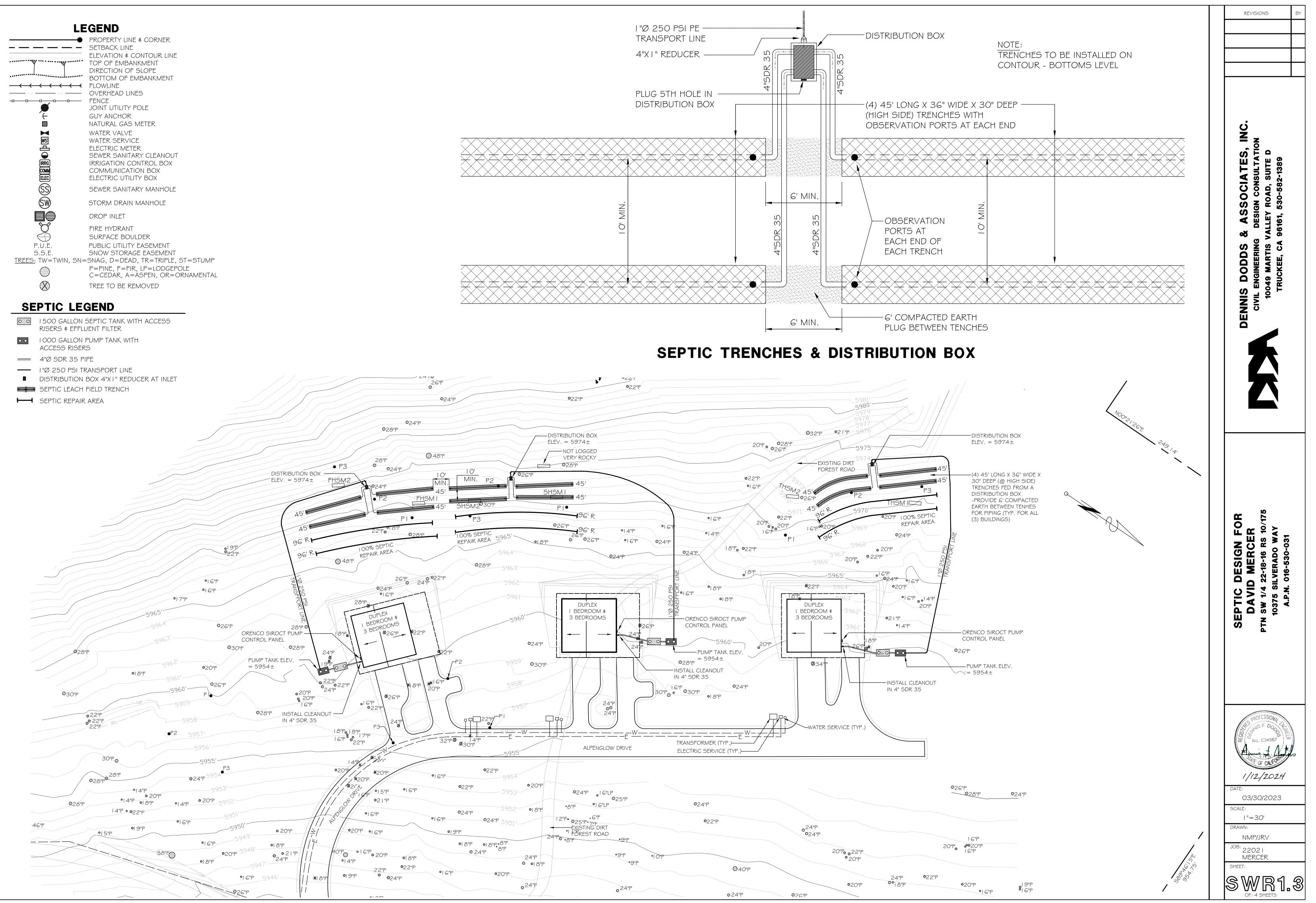
STA. 9+50.00 – Scale: Horizontal: 1"=20' 13723.00 VERTICAL: 1"=4'

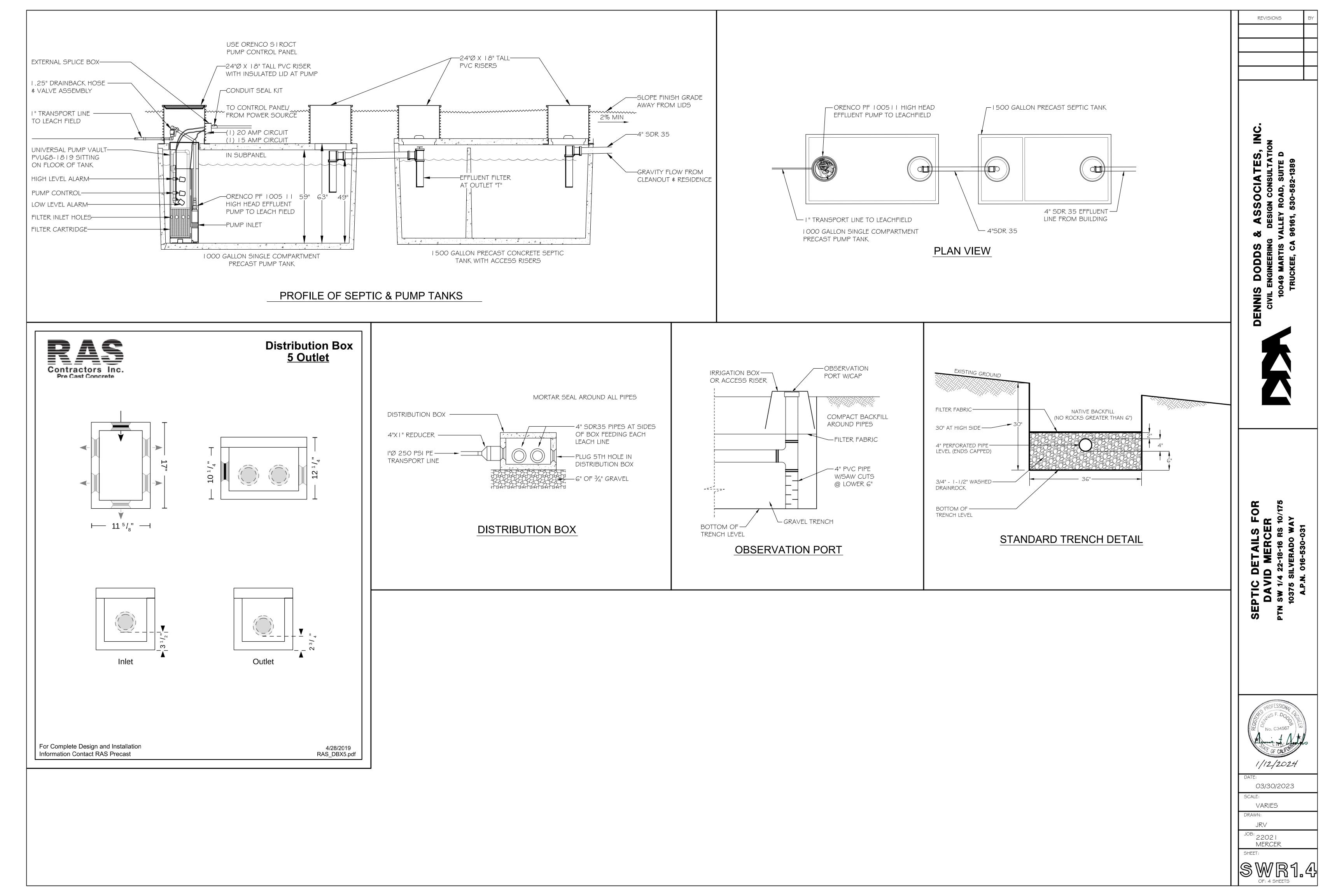


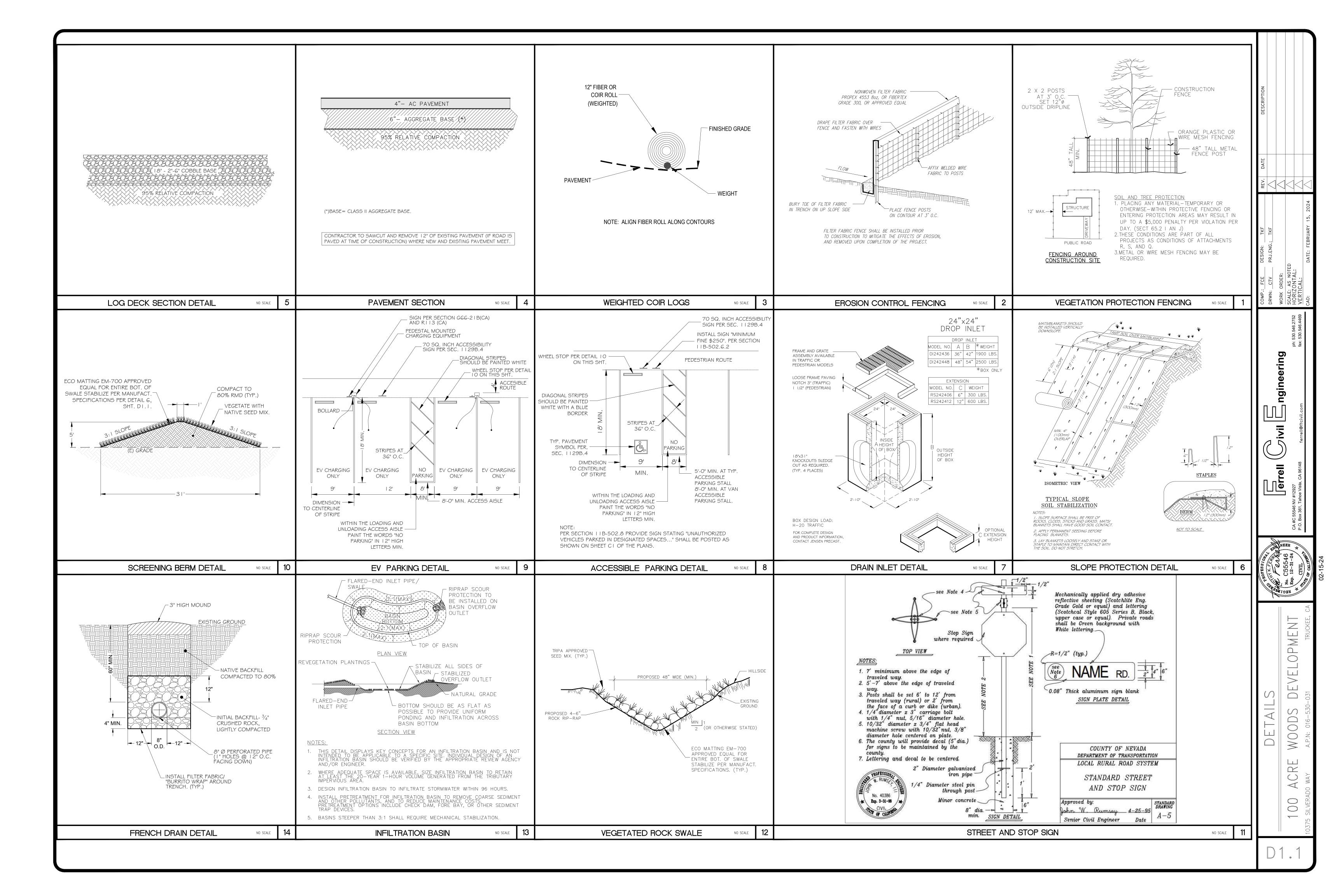


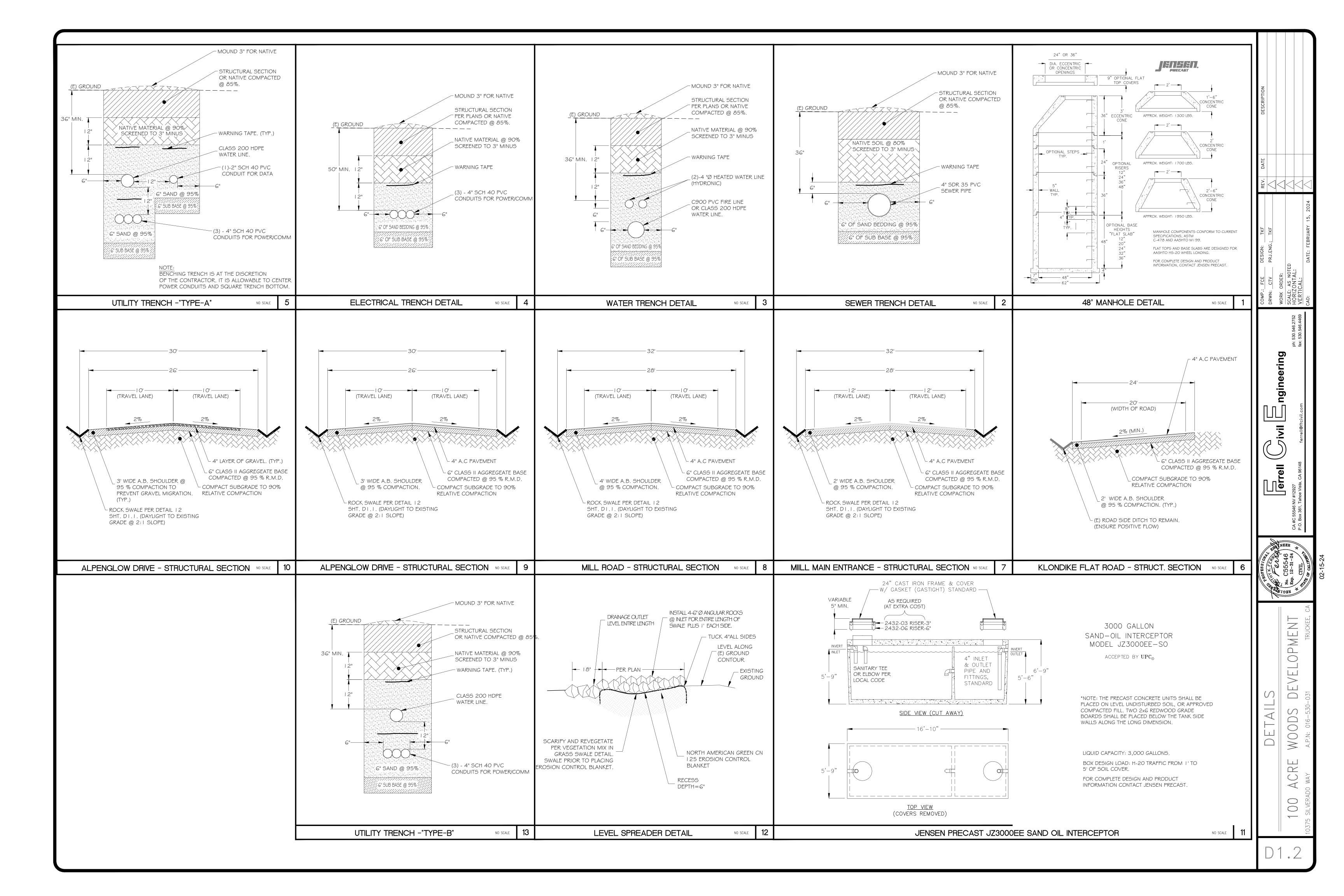


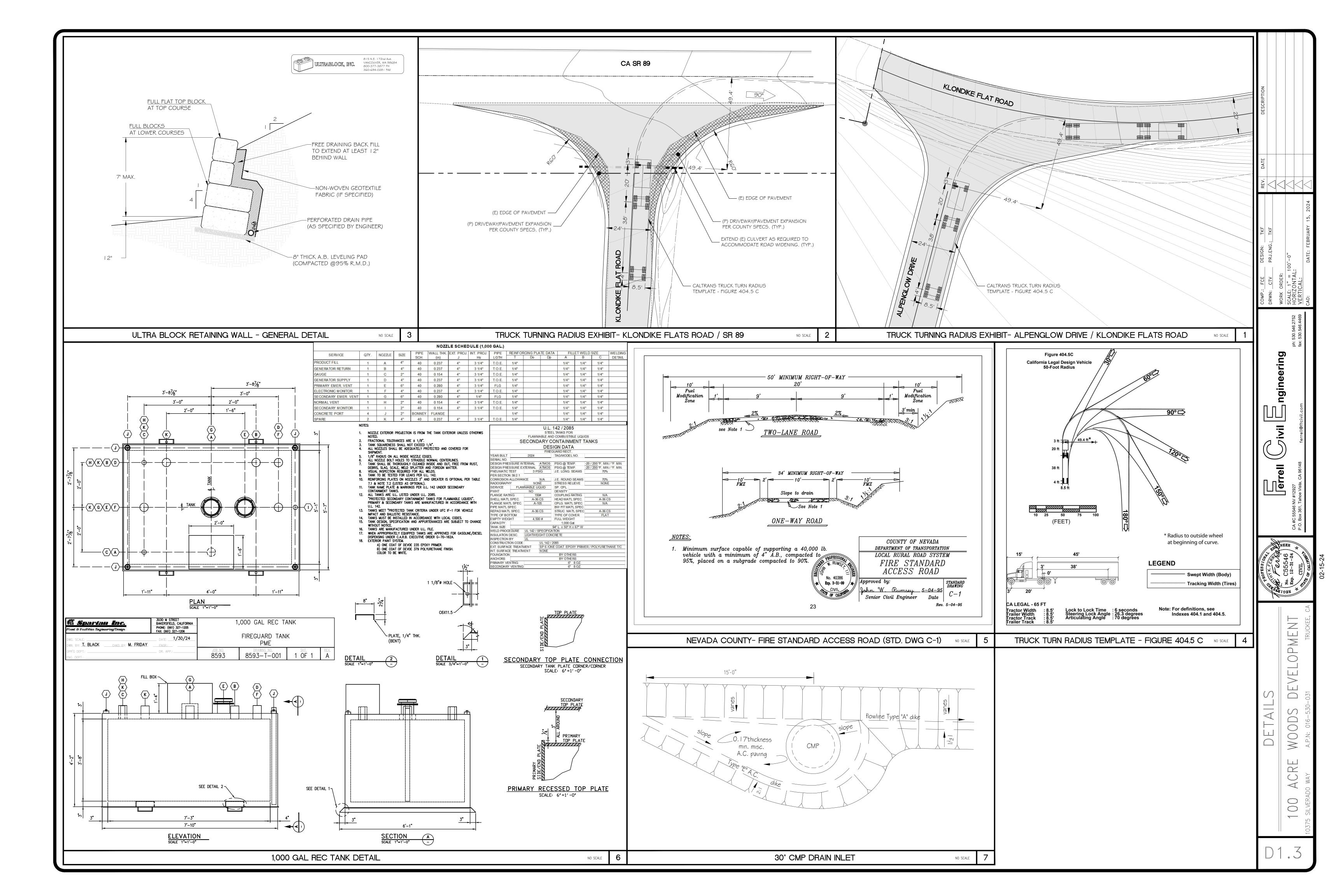


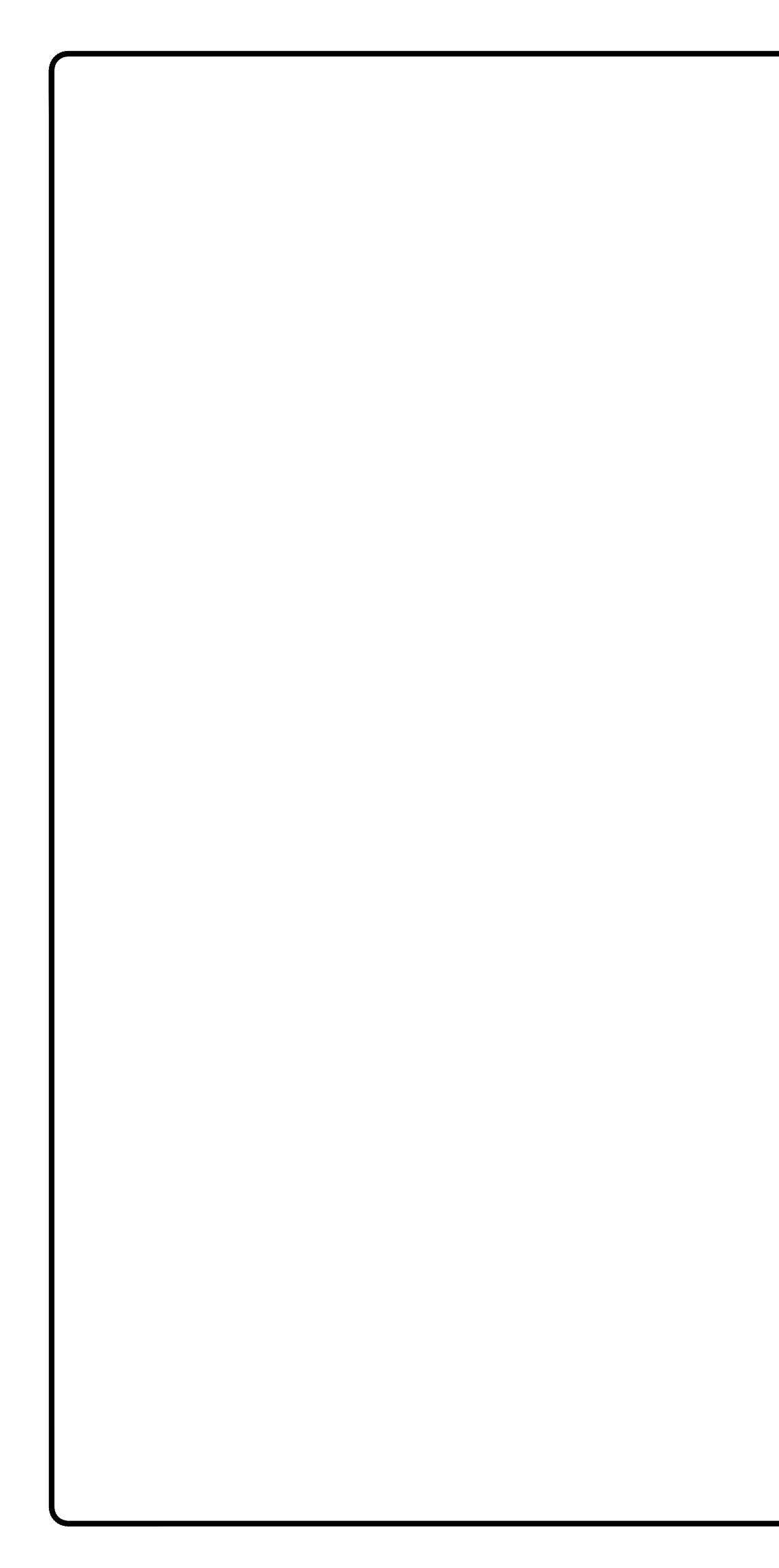


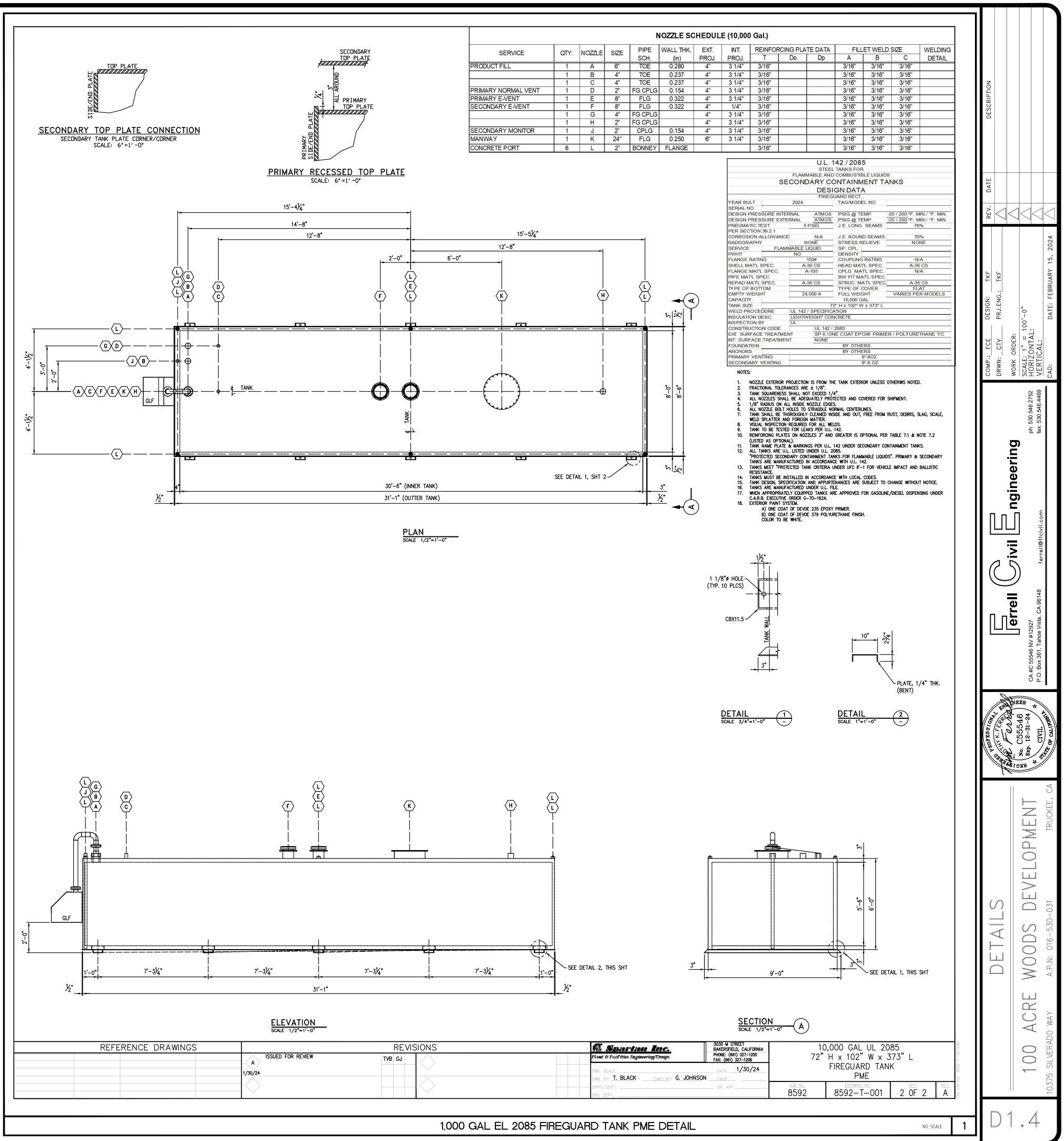


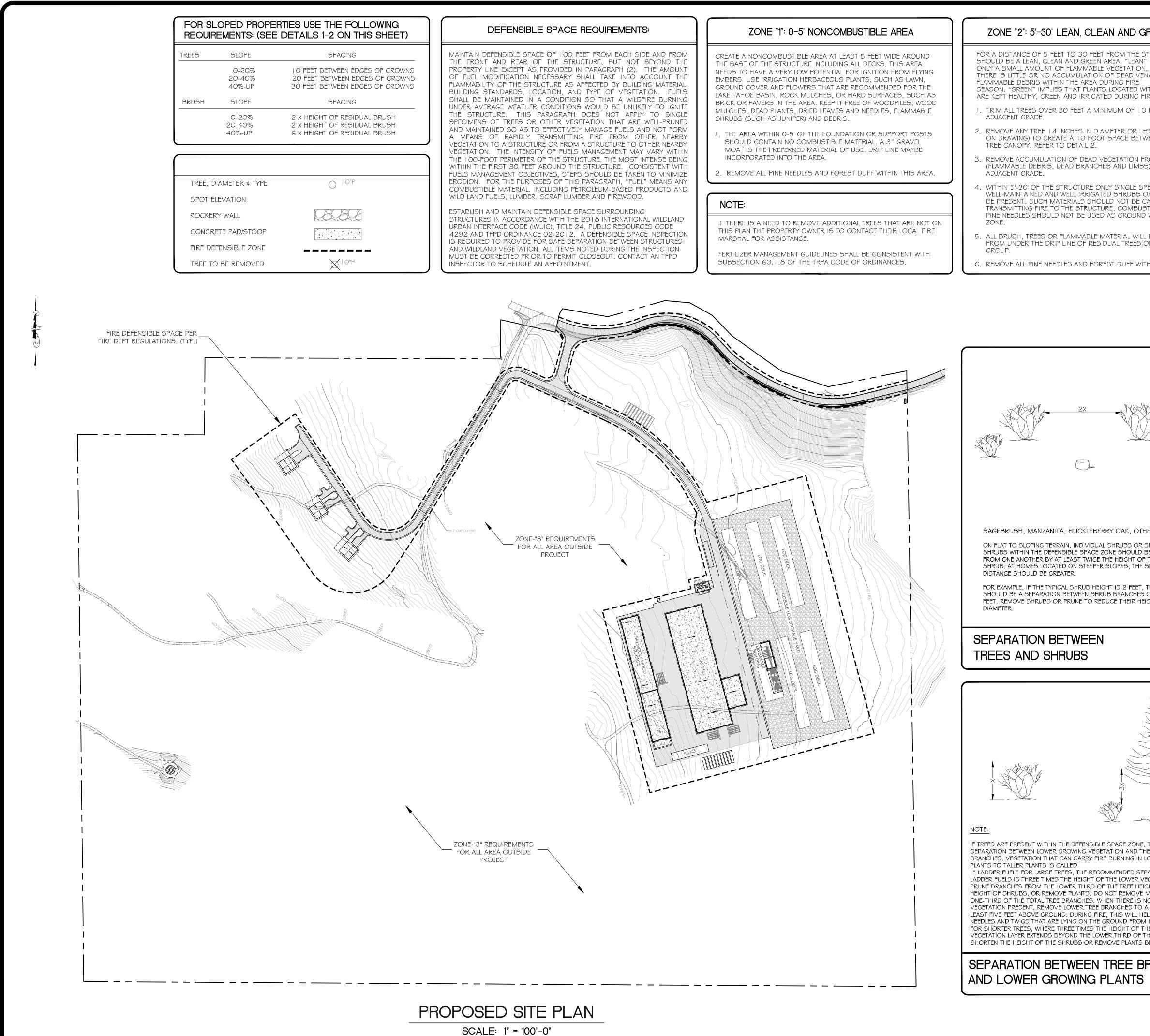












FOR A DISTANCE OF 5 FEET TO 30 FEET FROM THE STRUCTURE, THERE SHOULD BE A LEAN, CLEAN AND GREEN AREA. "LEAN" INDICATES THAT ONLY A SMALL AMOUNT OF FLAMMABLE VEGETATION, "CLEAN" MEANS THERE IS LITTLE OR NO ACCUMULATION OF DEAD VENATION OR FLAMMABLE DEBRIS WITHIN THE AREA DURING FIRE SEASON. "GREEN" IMPLIES THAT PLANTS LOCATED WITHIN THIS AREA ARE KEPT HEALTHY. GREEN AND IRRIGATED DURING FIRE SEASON.

- I. TRIM ALL TREES OVER 30 FEET A MINIMUM OF 10 FEET ABOVE ADJACENT GRADE.
- . REMOVE ANY TREE 14 INCHES IN DIAMETER OR LESS (AS INDICATED ON DRAWING) TO CREATE A 10-FOOT SPACE BETWEEN ANY ADJACENT TREE CANOPY. REFER TO DETAIL 2.
- 3. REMOVE ACCUMULATION OF DEAD VEGETATION FROM TREES (FLAMMABLE DEBRIS, DEAD BRANCHES AND LIMBS) I O FEET ABOVE ADJACENT GRADE.
- WELL-MAINTAINED AND WELL-IRRIGATED SHRUBS OR TREES SHOULD PINE NEEDLES SHOULD NOT BE USED AS GROUND WITHIN IN THIS
- 5. ALL BRUSH, TREES OR FLAMMABLE MATERIAL WILL BE REMOVED FROM UNDER THE DRIP LINE OF RESIDUAL TREES OR THE TREE
- 6. REMOVE ALL PINE NEEDLES AND FOREST DUFF WITHIN THIS AREA.

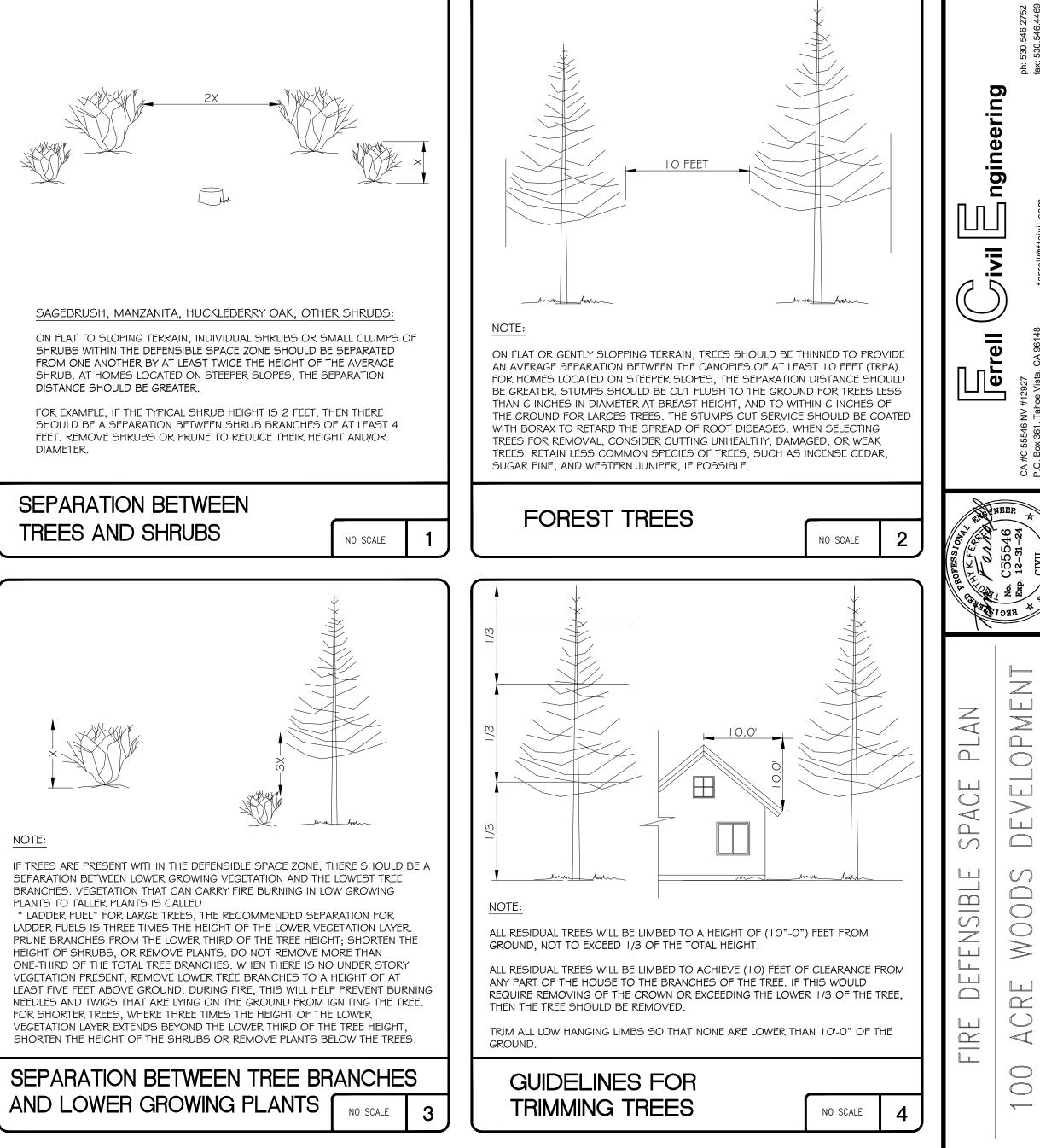


4. WITHIN 5'-30' OF THE STRUCTURE ONLY SINGLE SPECIMENS OF BE PRESENT. SUCH MATERIALS SHOULD NOT BE CAPABLE OF READILY TRANSMITTING FIRE TO THE STRUCTURE. COMBUSTIBLE MULCHES OR

ZONE "3": 30'-100' WILDLAND FUEL REDUCTION AREA

THE WILD LAND FUEL REDUCTION AREA LIES BEYOND THE LEAN, GREEN AREA AND OFTEN CONSISTS OF NATURALLY OCCURRING PLANTS (PINE TREE, MANZANITA, SAGE BRUSH, ETC) WITHIN THIS AREA. REMOVE VEGETATION, INCLUDING DEAD SHRUBS, DRIED GRASS, FALLEN BRANCHES, THICK ACCUMULATION OF NEEDLES AND LEAVES ETC. THIN DENSE SHRUBS AND TREES TO CREATE A SEPARATION BETWEEN THEM. REMOVING TREES MORE THAN 14" IN DIAMETER REQUIRES A PERMIT FROM THE TAHOE REGIONAL PLANNING AGENCY (TRPA) OR YOUR LOCAL FIRE PROFESSIONAL.

- I. TREE CANOPIES WILL BE SPACED AT LEAST I O FEET APART. IF TREES ARE GROUPED TOGETHER TO ACT AS ONE UNIT, THEN ALL OTHER REQUIREMENTS MUST BE MET. REFER TO DETAIL 2.
- 2. BEYOND 30 FEET FROM THE STRUCTURE, BRUSH FIELDS MUST BE SPACE TO A DISTANCE EQUAL OR GREATER THAN TWO (2) TIMES THE HEIGHT OF THE BRUSH. INDIVIDUAL BRUSH PLANTS WILL NOT EXCEED I OO SQUARE FEET. REFER TO DETAIL I.
- 3. PINE NEEDLES ARE ACCEPTABLE WITHIN ZONE 3 AS LONG AS THEY ARE NO THICKER THAN 2 OR 3 INCHES.





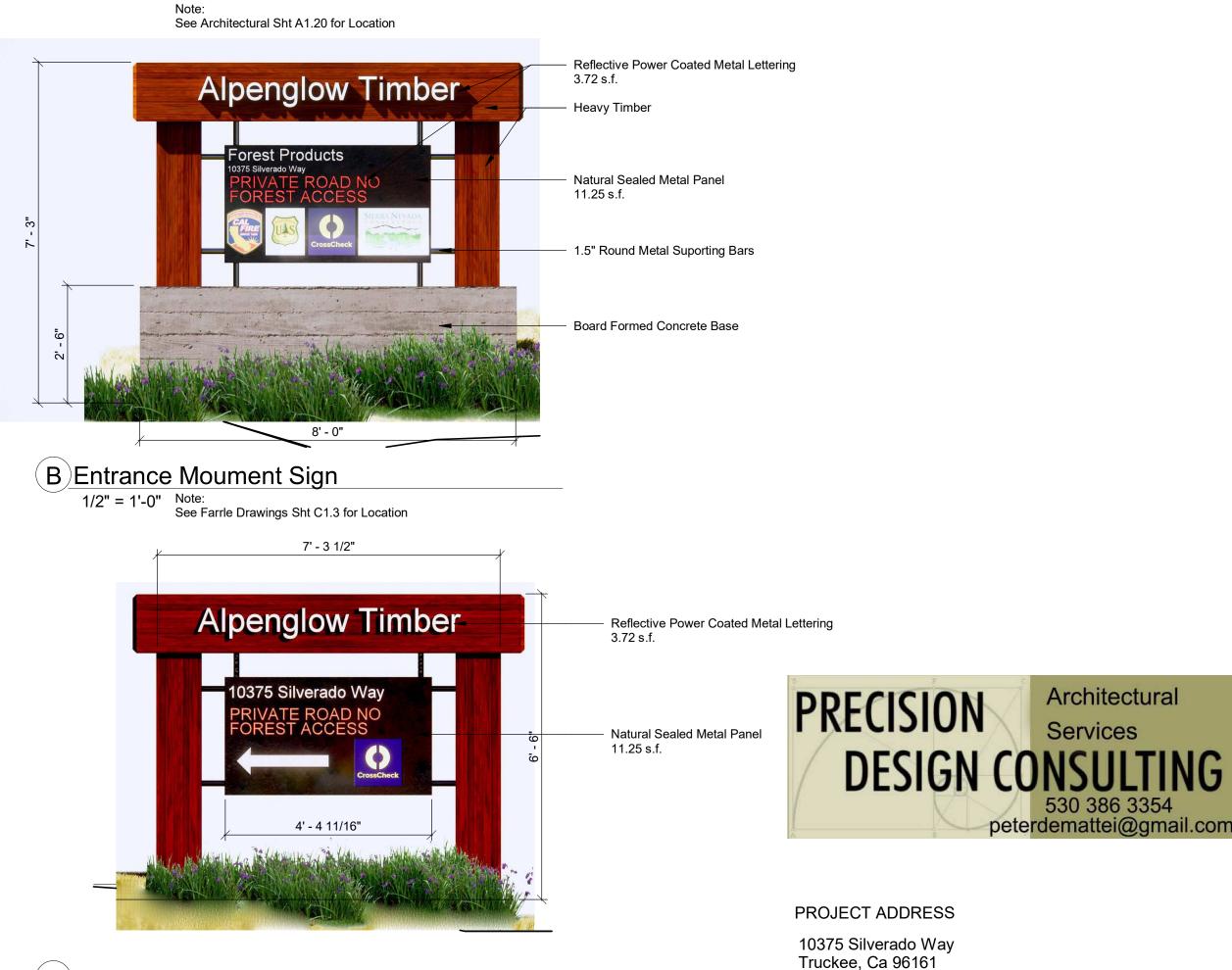
100 ACRE WOODS FORESTRY MANAGEMENT AND MATERIAL PROCESSING FACILITY SHEET INDEX Drawn

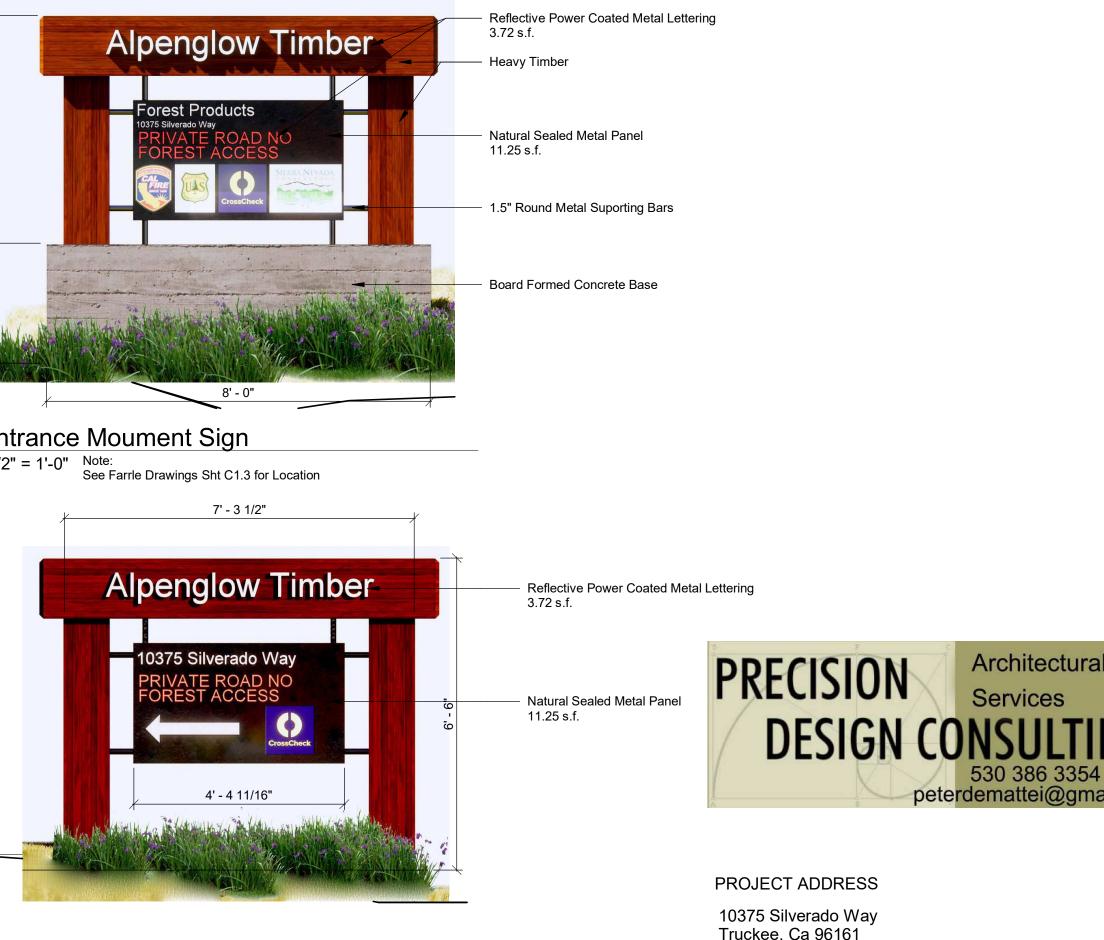


Mill Site Overview 12" = 1'-0"



Employee Housing Site 12" = 1'-0"





(C)Directional Sign 1/2" = 1'-0" Note: See Farrle Drawings Sht C1.3 for Location

Sht	Sheet Name	Ву
A0.1	COVER SHEET	PD
A1.1	LIGHTING SPECS	PD
M2	MILL BLD'G LOWER LEVEL DETAILED	PD
M1	MILL BLD'G OVERALL FLOOR PLANS & ELEVATIONS	PD
M3	MILL BLD'G LOWER LEVEL DETAILED	PD
M4	MILL BLD'g ELEVATIONS	PD
M5	MILL BLD'G ELEVATIONS	PD
M6	SHOP FLOOR PLAN	PD
M7	SHOP ELEVATIONS & RENDERING	PD
M8	WOOD STORAGE PLAN	PD
M9	WOOD STORAGE ELEVATIONS	PD
M10	Unnamed	Author
M11	Unnamed	Author

Exterior Light Fixture Count 10 KH25Q 14 MORRIS 75118A

Project Status PD DRAWN BY DATE : 11/30/23 SCALE JOB # Project Numbe

APN: 016 530 031

PROJECT OWNER

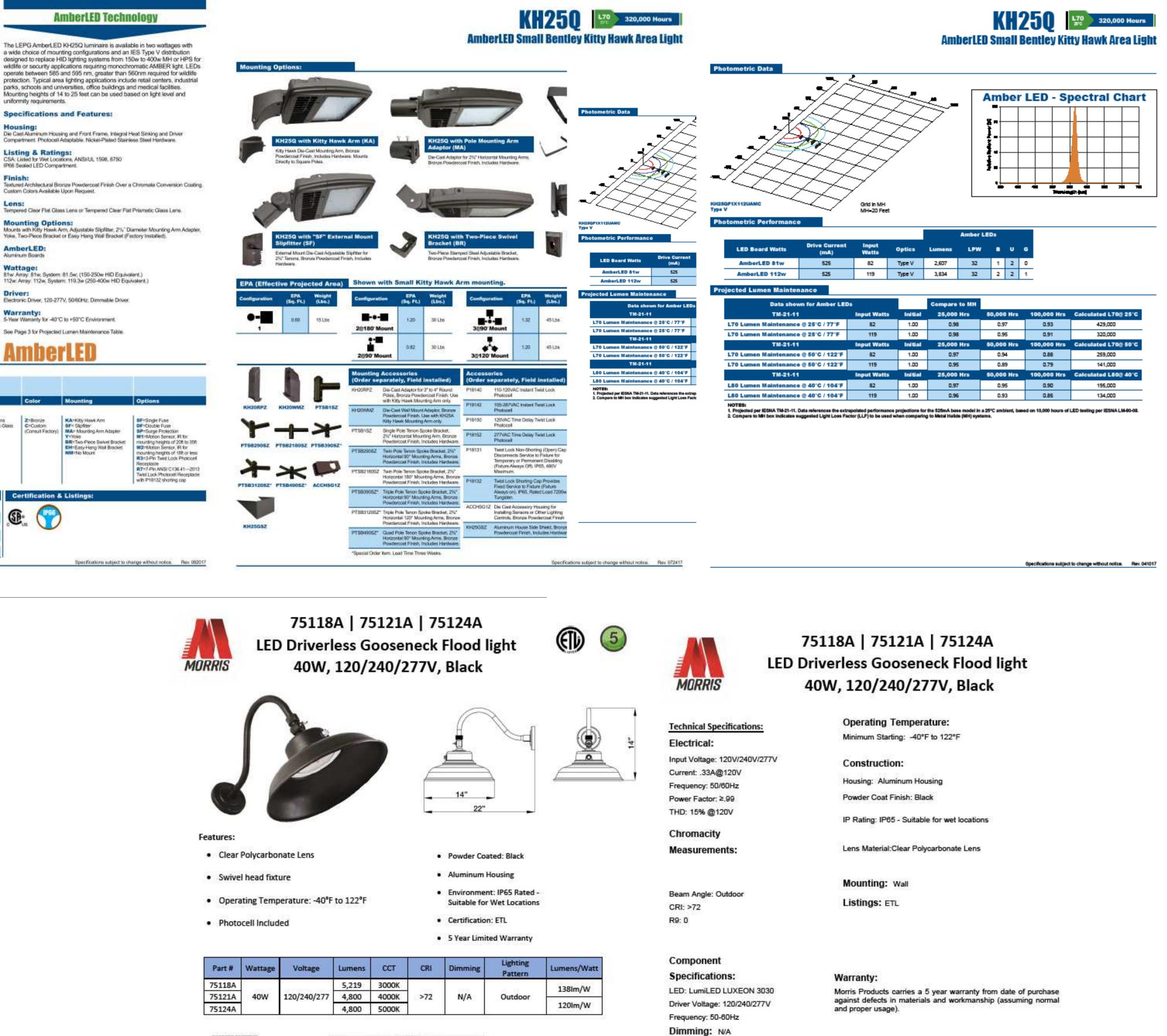
DAVID MERCER

1264 Lanny Lane / PO Box 3713 Olympic Valley, Ca 96146 530 412 0622

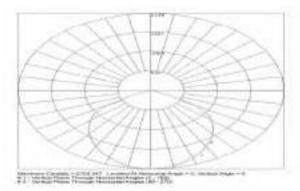


KH2 AmberLE		and the second	20,000 Hour		Light	desigr wildlife opera protec parks Mount	a choice of mour red to replace H a or security app te between 585 stion. Typical are schools and un	ting configurations and a ID lighting systems from lications requiring monoc and 595 nm, greater than a lighting applications inc iversities, office buildings 4 to 25 feet can be used t ts.
					1.1.1	Spe	cifications	and Features:
						Die Ca		ing and Front Frame, Integra Adaptable, Nickel-Plated Sta
			111/20	1	7	CSA: L	ing & Ratin Isled for Wet Locs esled LED Compa	tions, ANSI/UL 1598, 8750
				Shown with " Mounting Op	KA' Kitly Hawk Arm tion.			onze Powdercoat Finish Ove Upon Request
						Lens		as Lens or Tempered Clear F
		•	ĸ		•	Mount		ons: vm Adjustable Stipfitter, 2% or Easy Hang Wall Bracket (
							wm Boards	
	-					81w A		81.5w; (150-250w HID Equi m: 119.3w (250-400w HID Er
Dimensions	~			Į	-	Driv		7V, 50/60Hz; Dimmable Drive
Watth (D) Length (B) Height (A)	13%" (340m 15" (381mm 3%" (90mm	0 Length with	Mounting Yoke (Y): Bracket (I	18" (457mm) SRJ: 18%' (476mm	n) IA):: 19%" (486mm)	5-Year		C to +50°C Environment Lumen Maintenance Table.
Order Inform	mation E	xample:	KH25QF1X1	ZUANCZKASP	<u>.</u>			
KH25Q	F		U	AM				
Model	Optics	Wattage	Driver	CCT	Lens		Color	Mounting
KH25Q* ArberLED Small Bentey Kity Haws Area Light	F=Tjpe¥	1X81=81w 1X112=112w	U =120-277V	AMtAnter	C=Clear Flat Glass I P=Clear Flat Prisma Lons		Z=Bronze C=Custom (Consult Factory)	KAnKity Hawk Am SFE Signiter MAn Nounting Am Adapter Vn1086 BRPTwo-Piece Swivel Bracket DH=Easy-Hang Wall Bracket NM=No Mount
Project Info	rmation:		1	1	1	C	ertification &	Listings:
Project Name:				F	fotture Type:			
Complete Catalog	# .			C	Jalo:	ଞ	tu 🖤	
Comments:								
in a subsection of the section of th						6		Specifications subject to
								operations sugget to

(1) Wildlife Lighting Specification 12" = 1'-0"



PHOTOMETRY





(2)Barn Lighing Specs

12" = 1'-0"

Warehouse-Lighting.com 2750 South 163rd St New Berlin, WI 53151

Warehouse-Lighting.com Phone: 888-454-4480 info@warehouse-lighting.com



	Input Watts	Initial	25,000 Hrs	50,000 Hrs	100,000 Hrs	Calculated L70@ 25'C
C / 77'F	82	1.00	0.98	0.97	0.93	429,000
C / 77'F	119	1.00	0.98	0.95	0.91	320,000
	Input Watts	Initial	25,000 Hrs	50,000 Hrs	100,000 Hrs	Calculated L70@ 50°C
C / 122'F	82	1.00	0.97	0.94	0.88	259,000
C / 122'F	119	1.00	0.95	0.89	0.79	141,000
	Input Watts	Initial	25,000 Hrs	50,000 Hrs	100,000 Hrs	Calculated L80@ 40°C
C / 104'F	82	1.00	0.97	0.95	0.90	195,000
C / 104'F	119	1.00	0.96	0.93	0.85	134,000

Warehouse-Lighting.com 2750 South 163rd St New Berlin, WI 53151

Warehouse-Lighting.com Phone: 888-454-4480 info@warehouse-lighting.com

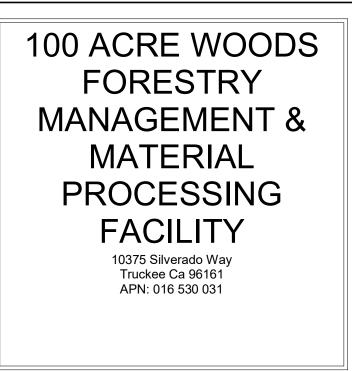


LIGHTING SPECS

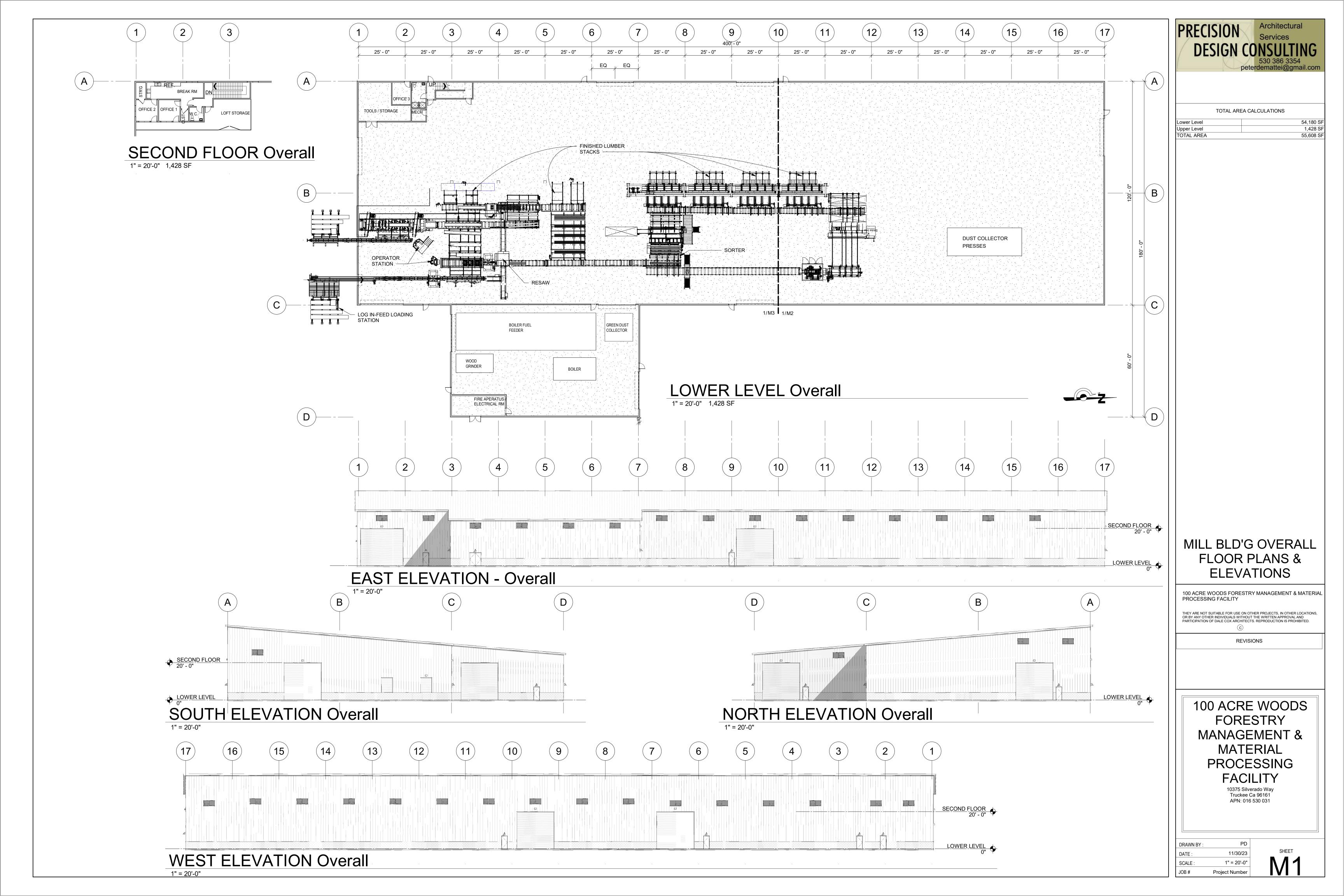
100 ACRE WOODS FORESTRY MANAGEMENT & MATERIAL PROCESSING FACILITY

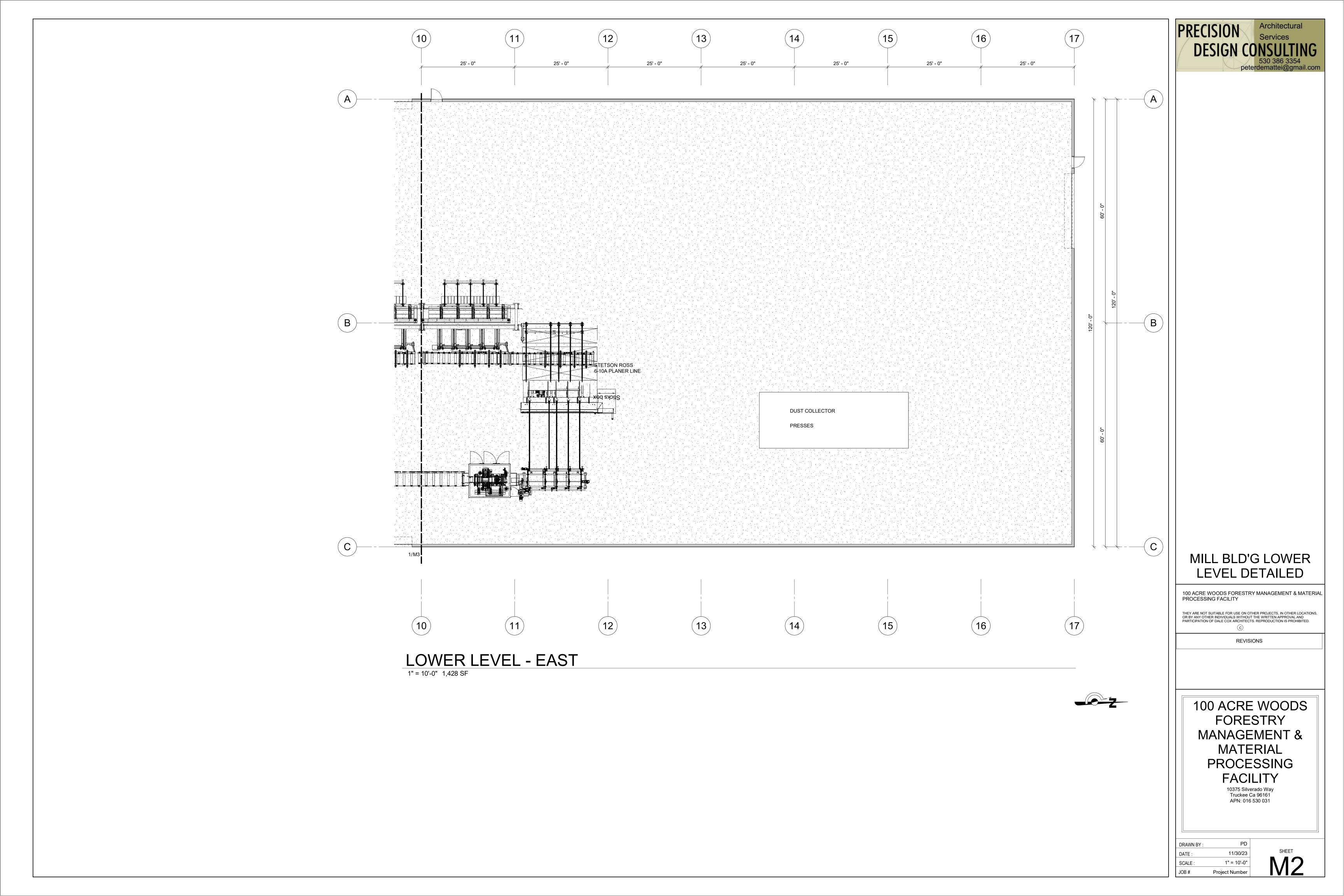
THEY ARE NOT SUITABLE FOR USE ON OTHER PROJECTS, IN OTHER LOCATIONS, OR BY ANY OTHER INDIVIDUALS WITHOUT THE WRITTEN APPROVAL AND PARTICIPATION OF DALE COX ARCHITECTS. REPRODUCTION IS PROHIBITED.

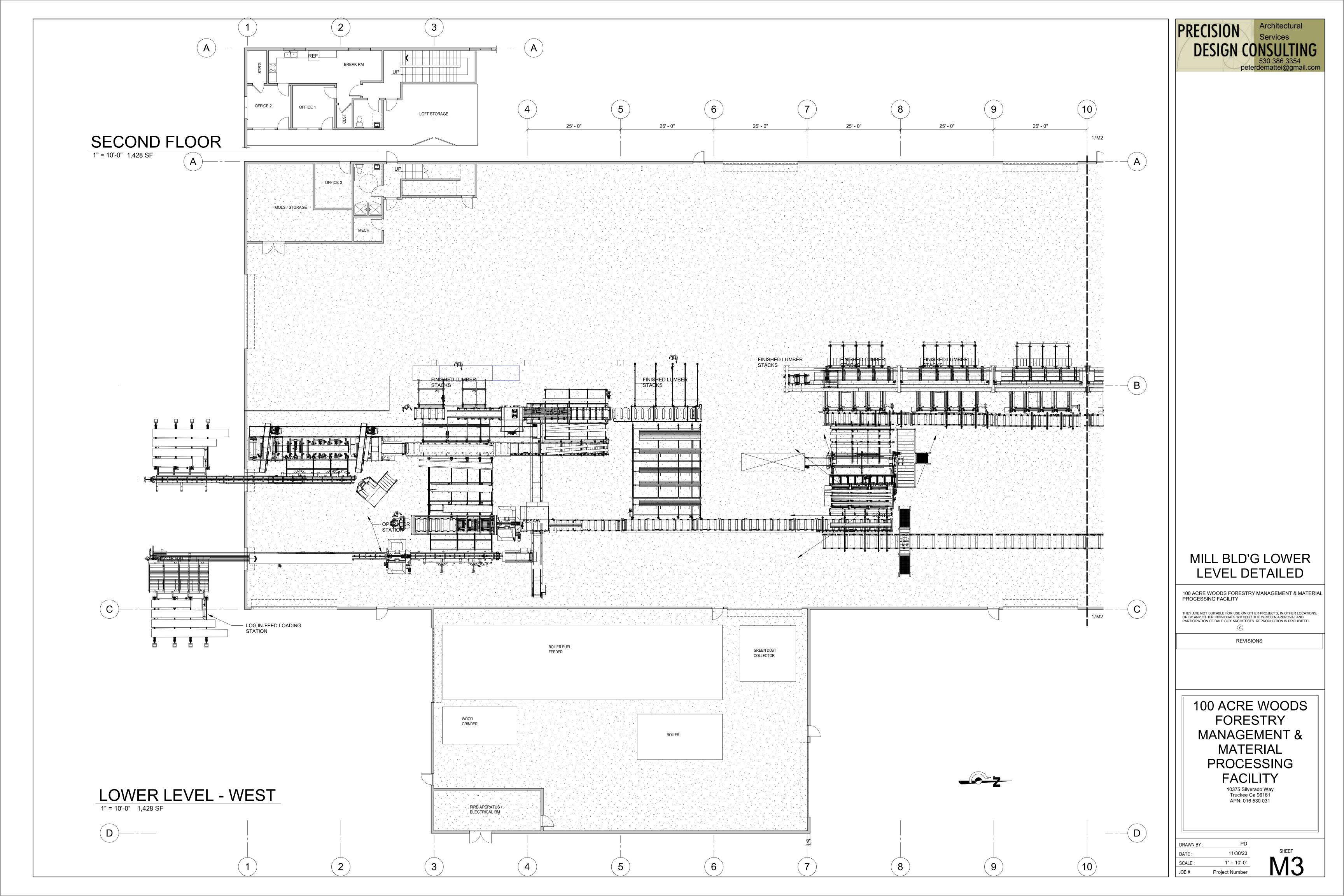
REVISIONS

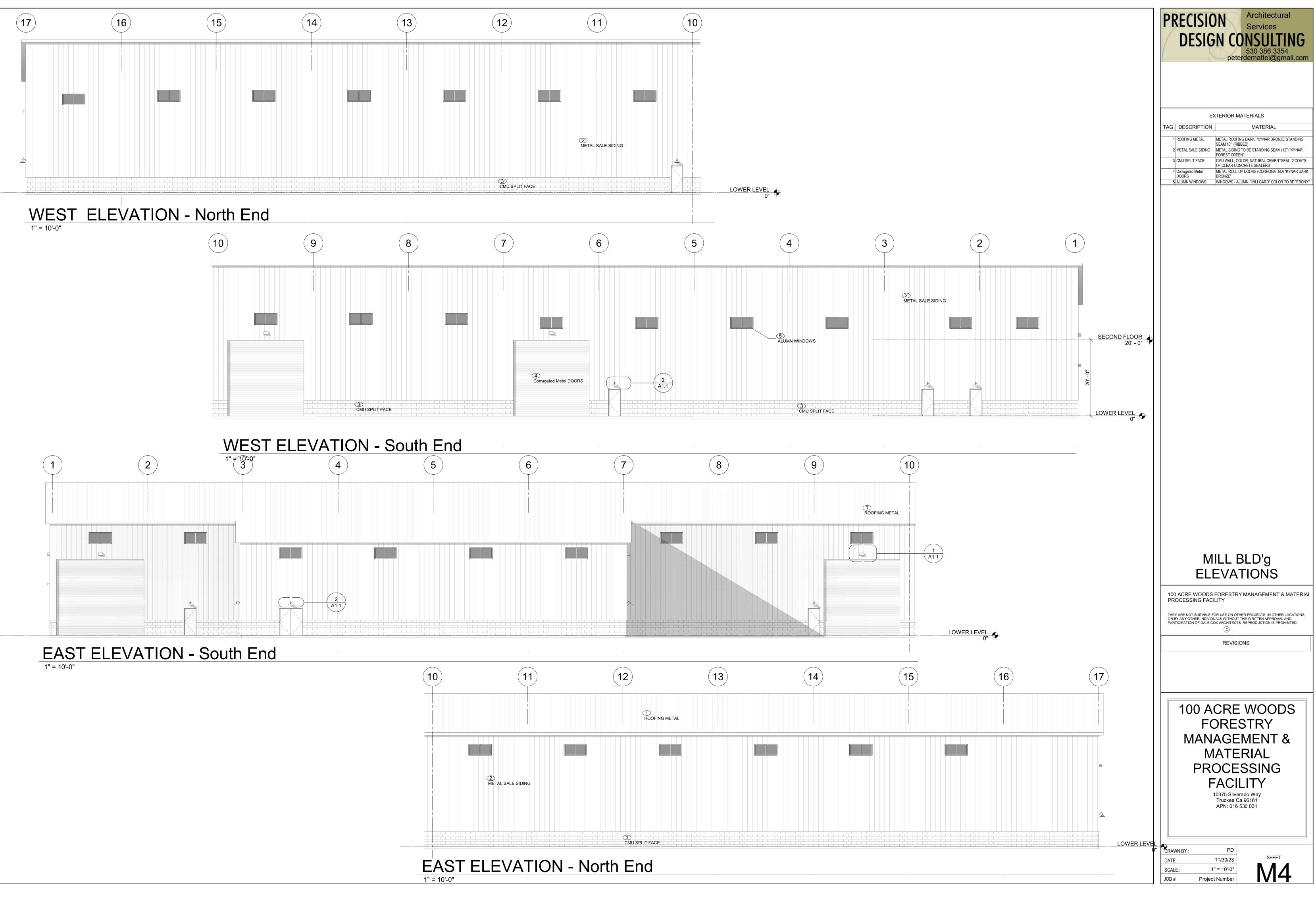


DRAWN BY :	PD	
DATE :	11/30/23	SHEET
SCALE :	12" = 1'-0"	Λ1
JOB #	Project Number	\mathbf{A} I.





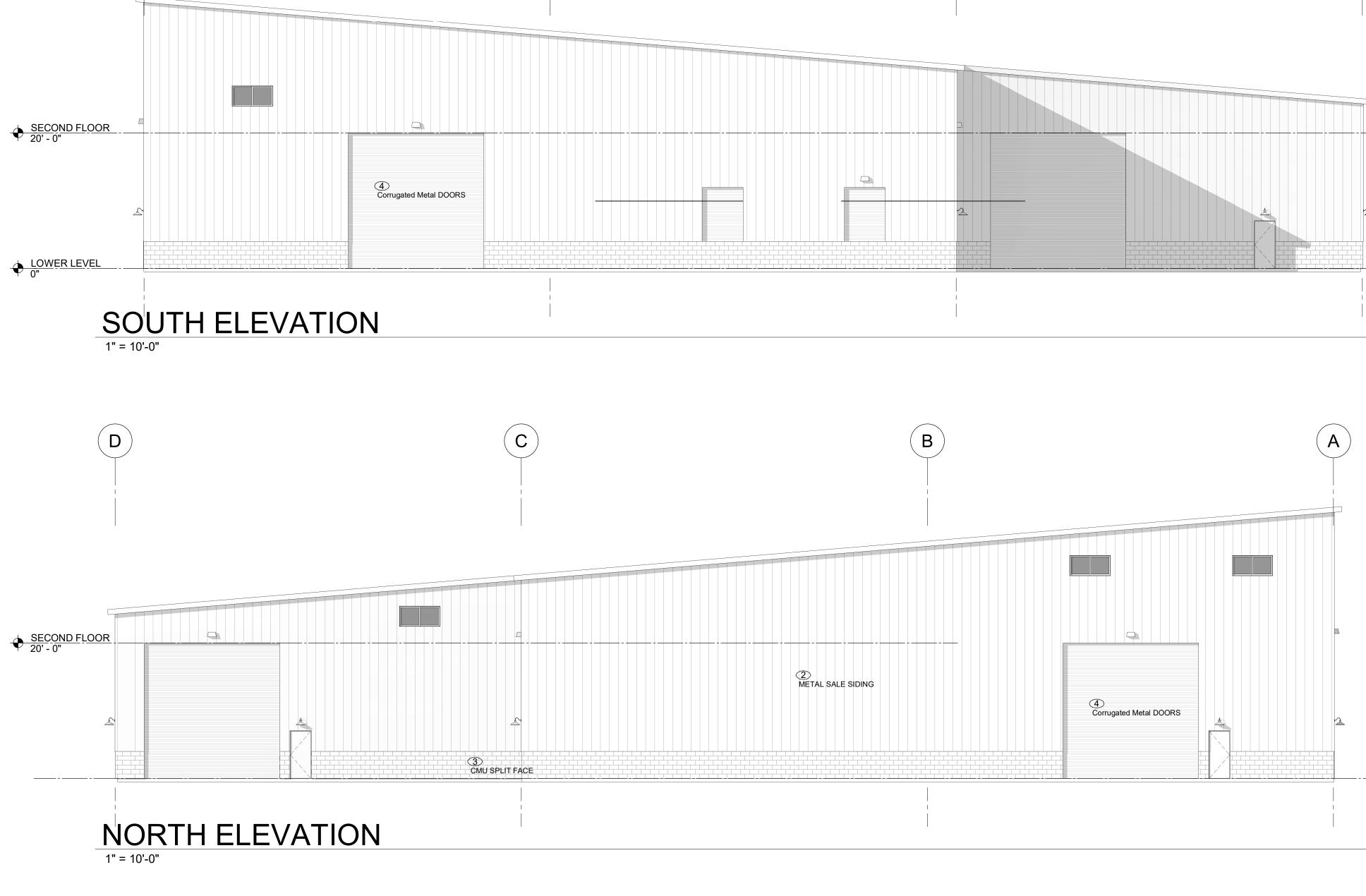


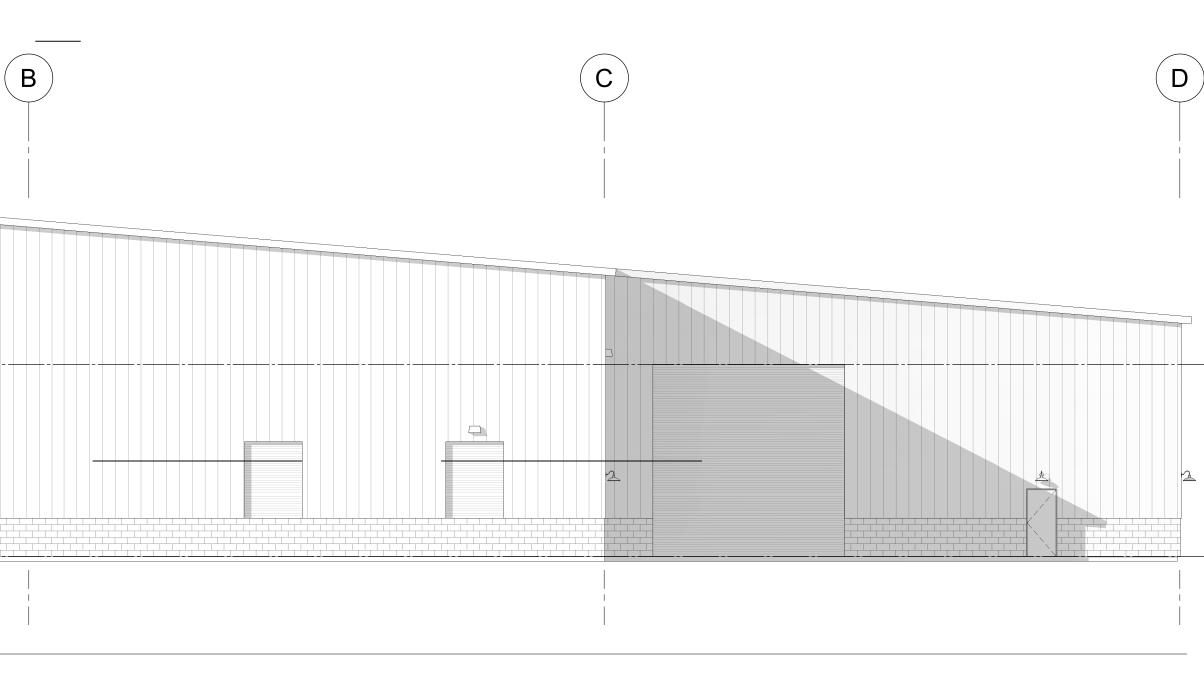


Mill Building Rendering

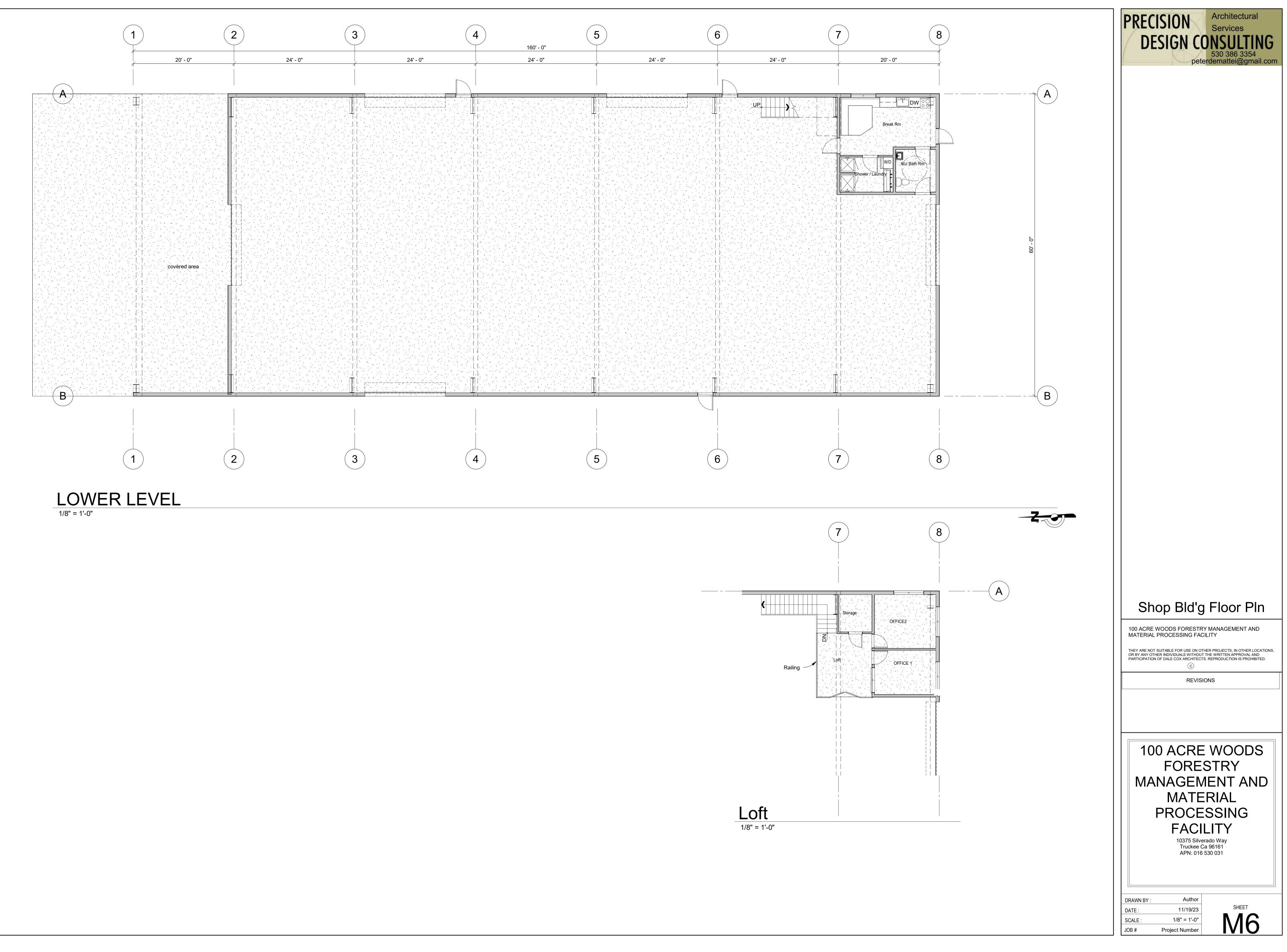
 (A)

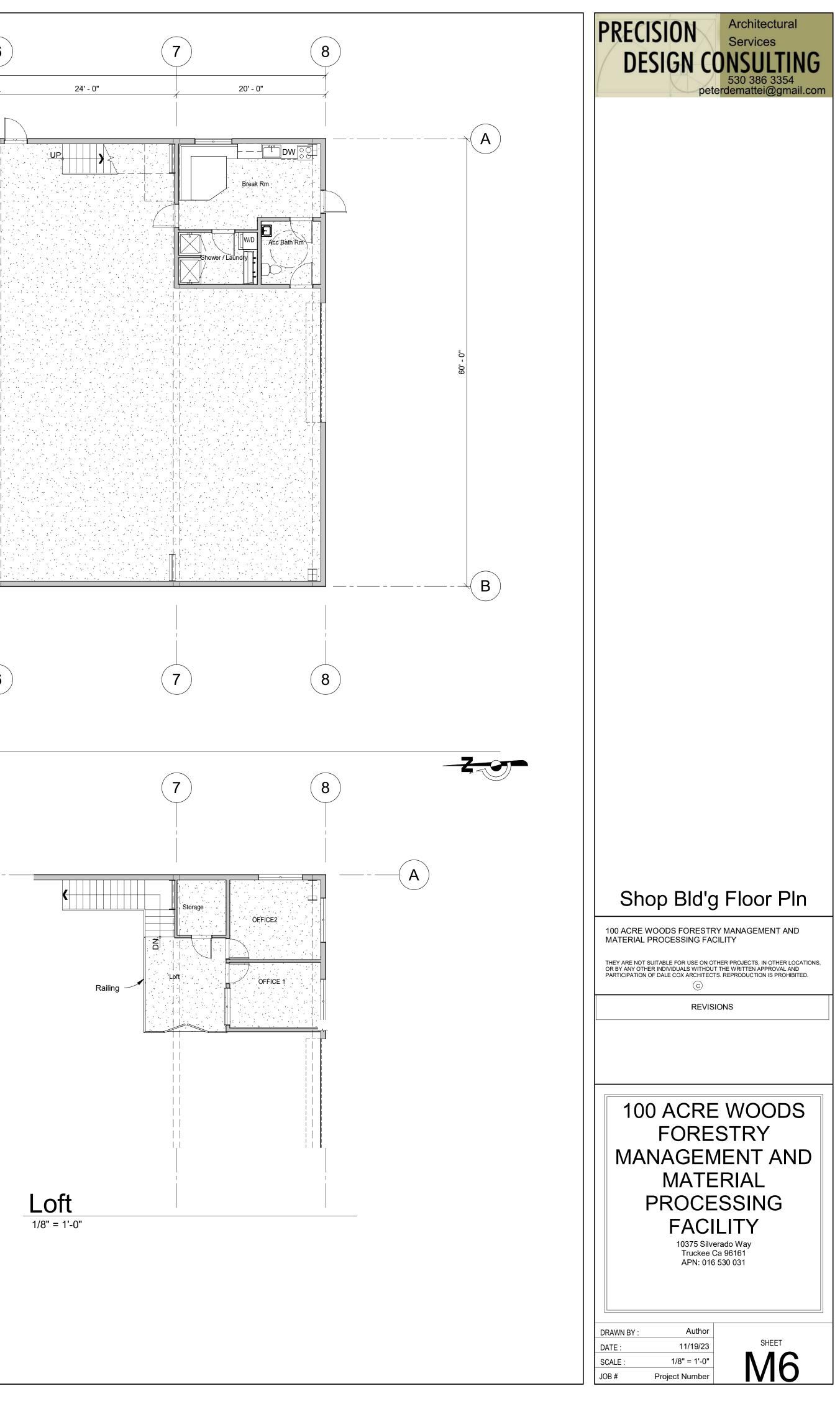


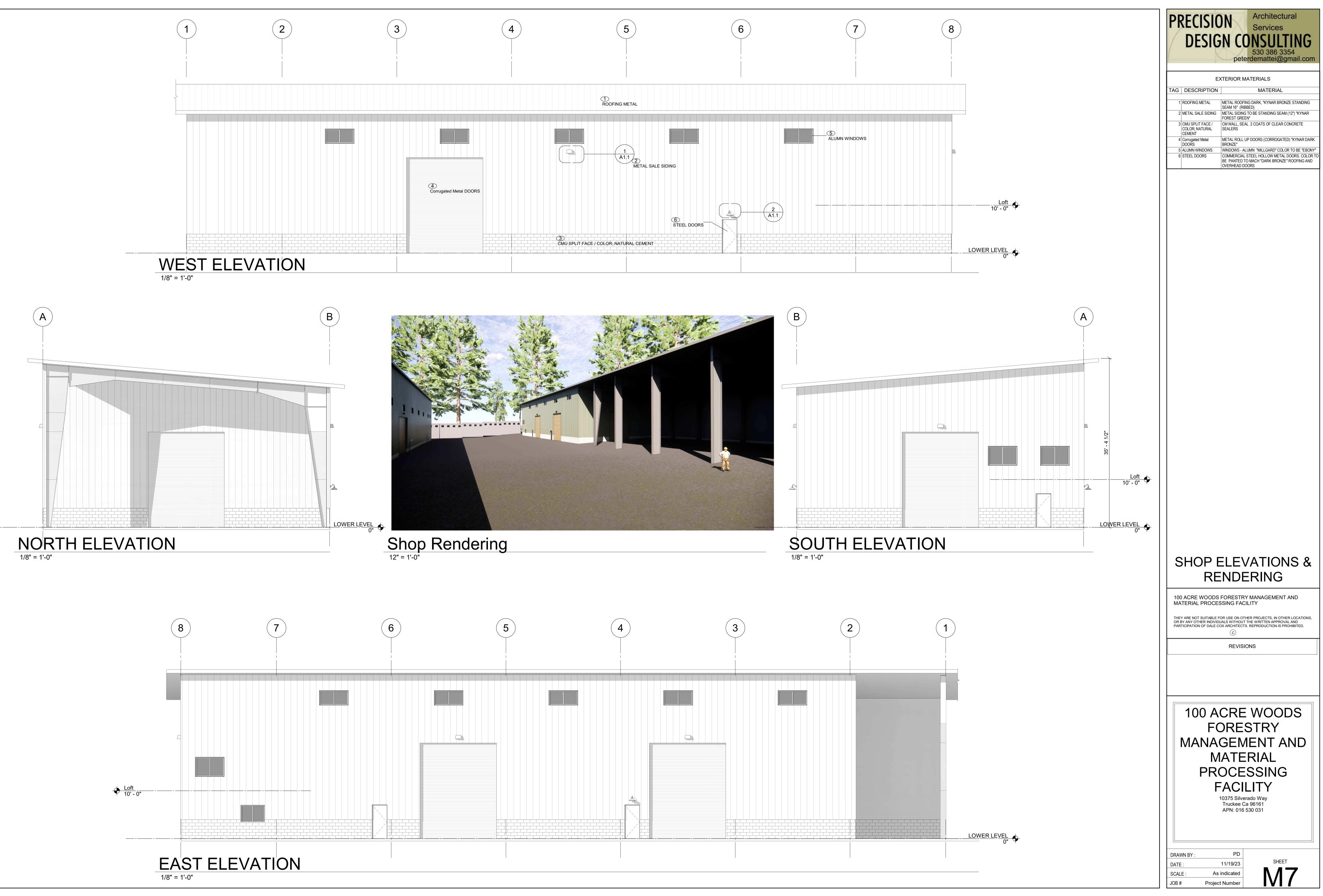


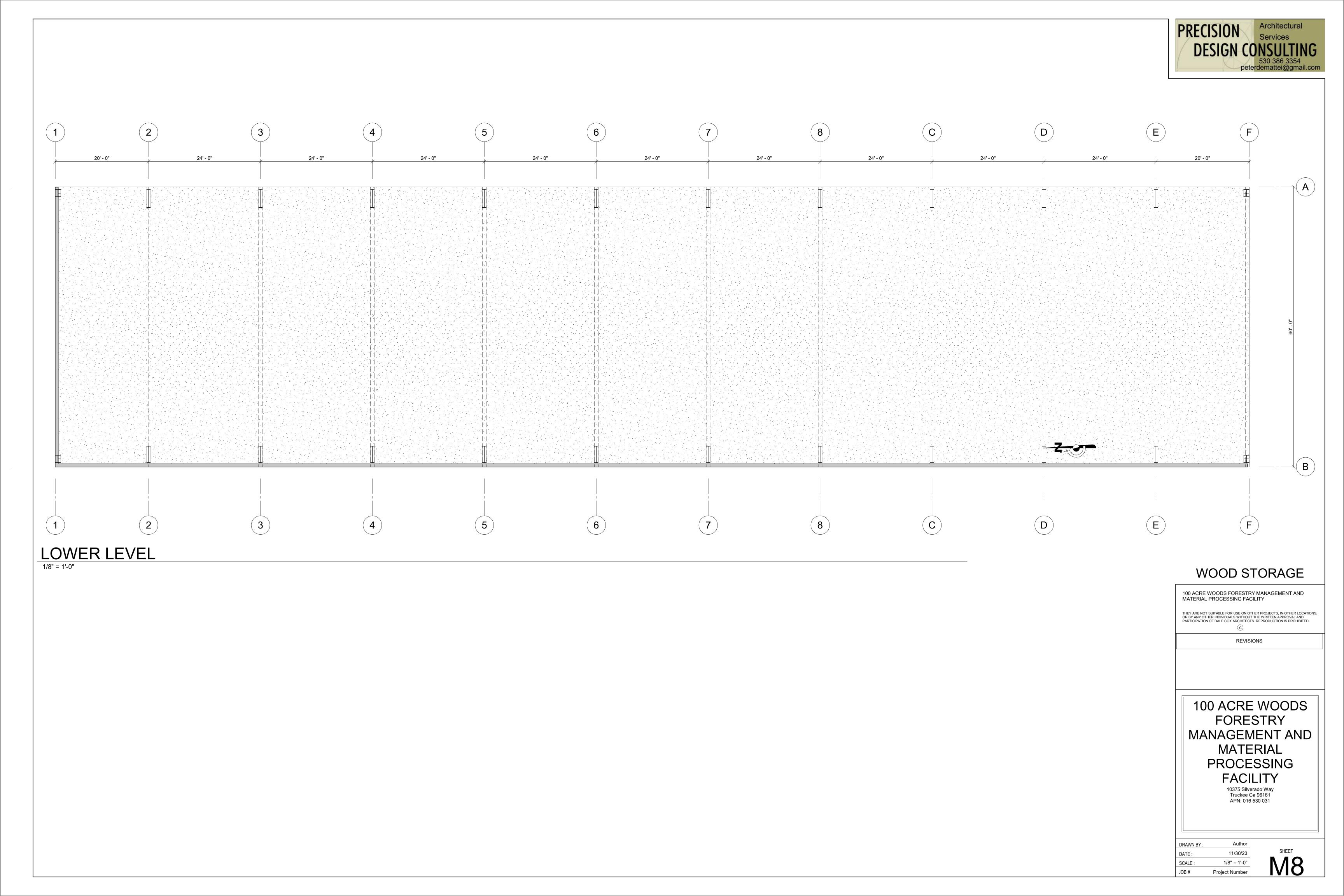


PRECISION DESIGN CONSULTING 530 386 3354 peterdemattei@gmail.com
EXTERIOR MATERIALS
TAG DESCRIPTION MATERIAL 1 ROOFING METAL METAL ROOFING DARK, "KYNAR BRONZE STANDING
SEAM 16" (RIBBED) 2 METAL SALE SIDING METAL SIDING TO BE STANDING SEAM (12") "KYNAR FOREST GREEN" 3 CMU SPLIT FACE CMU WALL, COLOR; NATURAL CEMENTSEAL 2 COATS OF CLEAR CONCRETE SEALERS 4 Corrugated Metal DOORS METAL ROLL UP DOORS (CORROGATED) "KYNAR DARK BRONZE" 5 ALUMN WINDOWS WINDOWS - ALUMN "MILLGARD" COLOR TO BE "EBONY"
MILL BLD'G ELEVATIONS
100 ACRE WOODS FORESTRY MANAGEMENT & MATERIAL PROCESSING FACILITY
THEY ARE NOT SUITABLE FOR USE ON OTHER PROJECTS, IN OTHER LOCATIONS, OR BY ANY OTHER INDIVIDUALS WITHOUT THE WRITTEN APPROVAL AND PARTICIPATION OF DALE COX ARCHITECTS. REPRODUCTION IS PROHIBITED.
REVISIONS
100 ACRE WOODS FORESTRY
MANAGEMENT & MATERIAL PROCESSING
FACILITY 10375 Silverado Way Truckee Ca 96161 APN: 016 530 031
DRAWN BY : PD DATE : 11/30/23 SCALE : As indicated JOB # Project Number

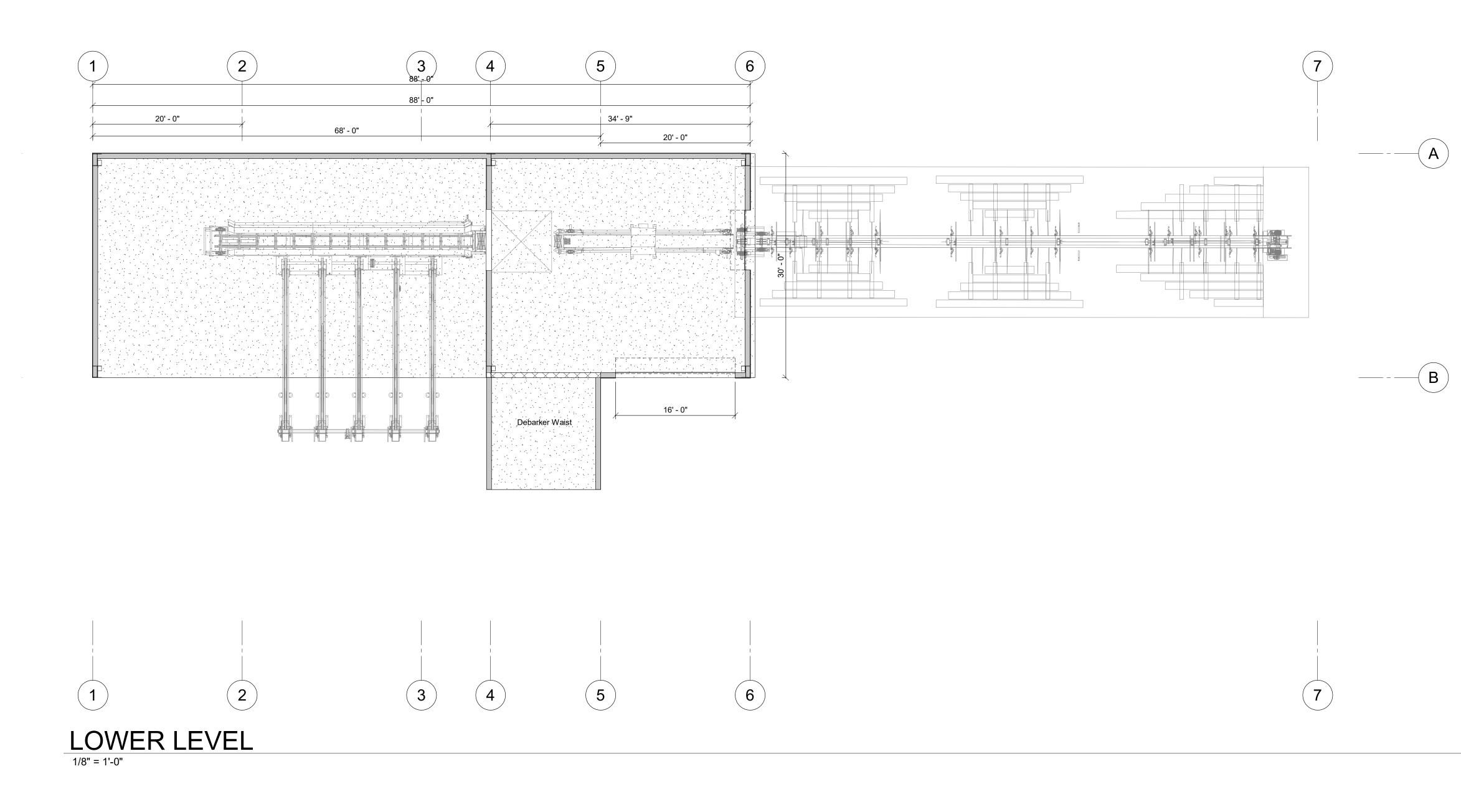


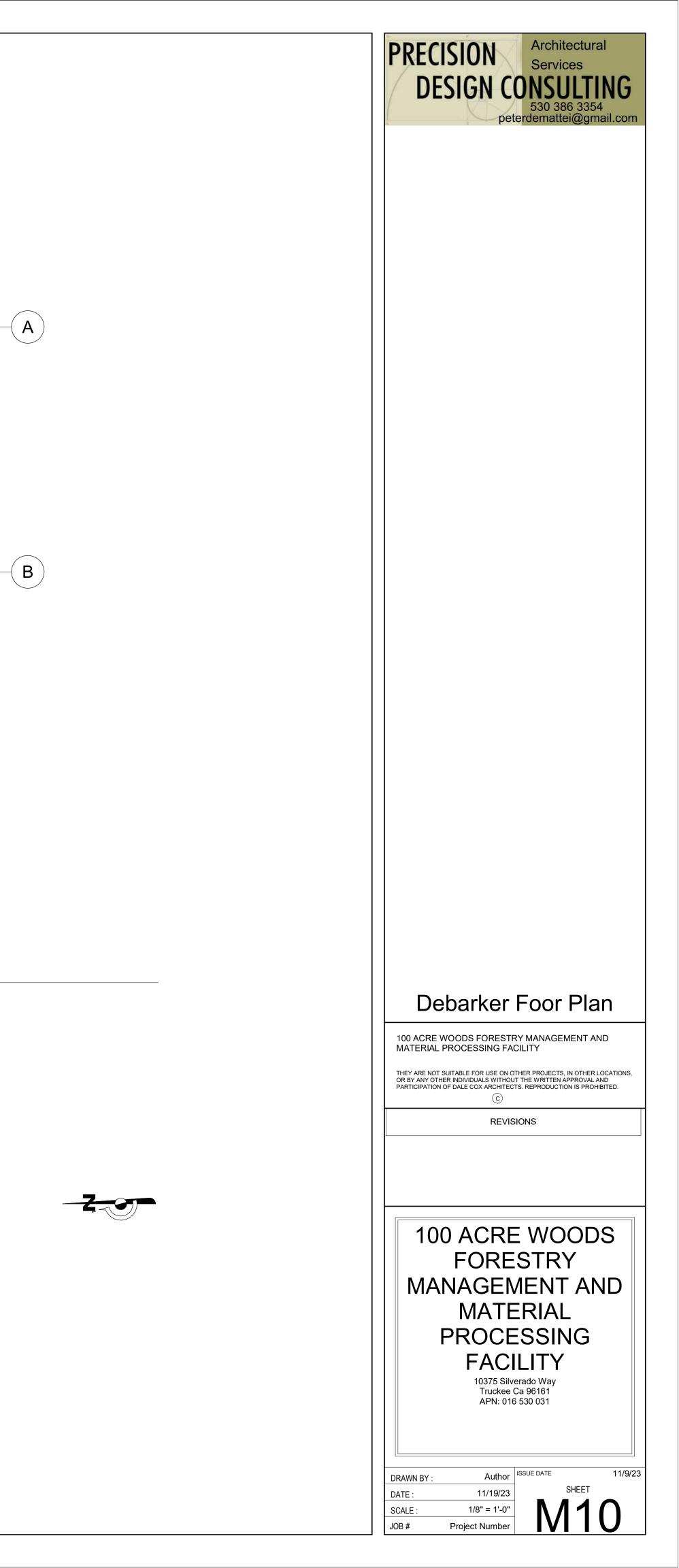


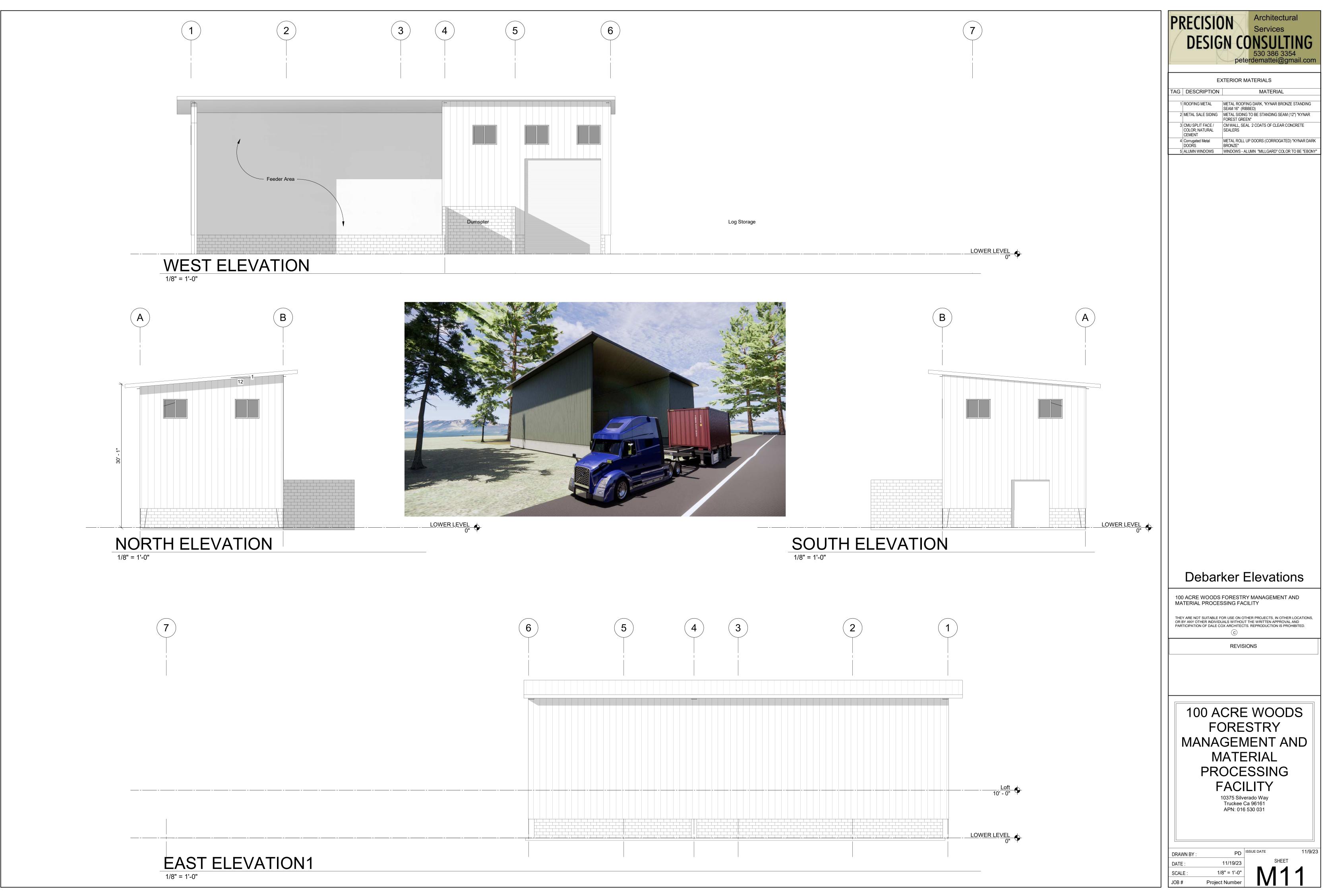


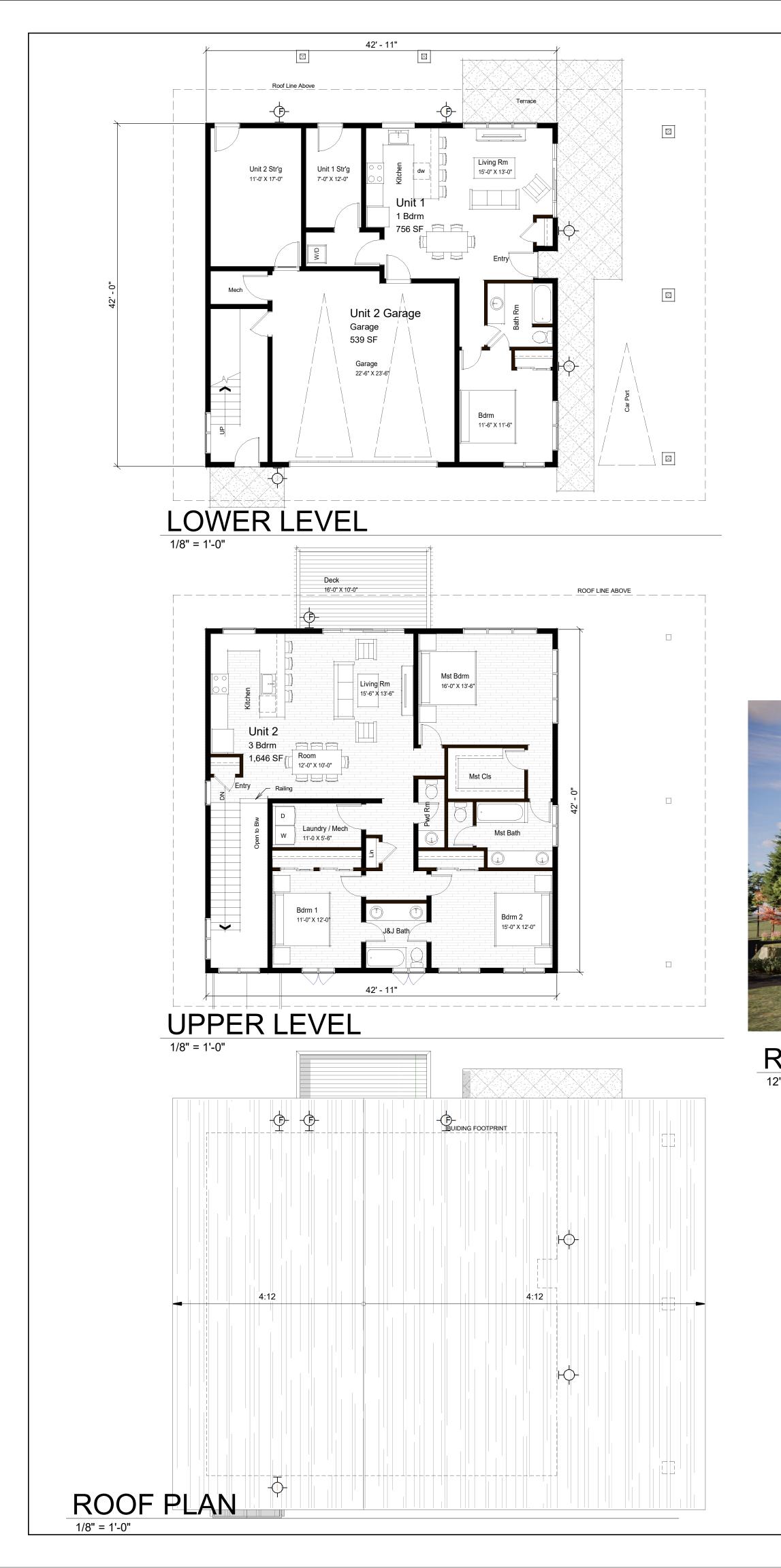


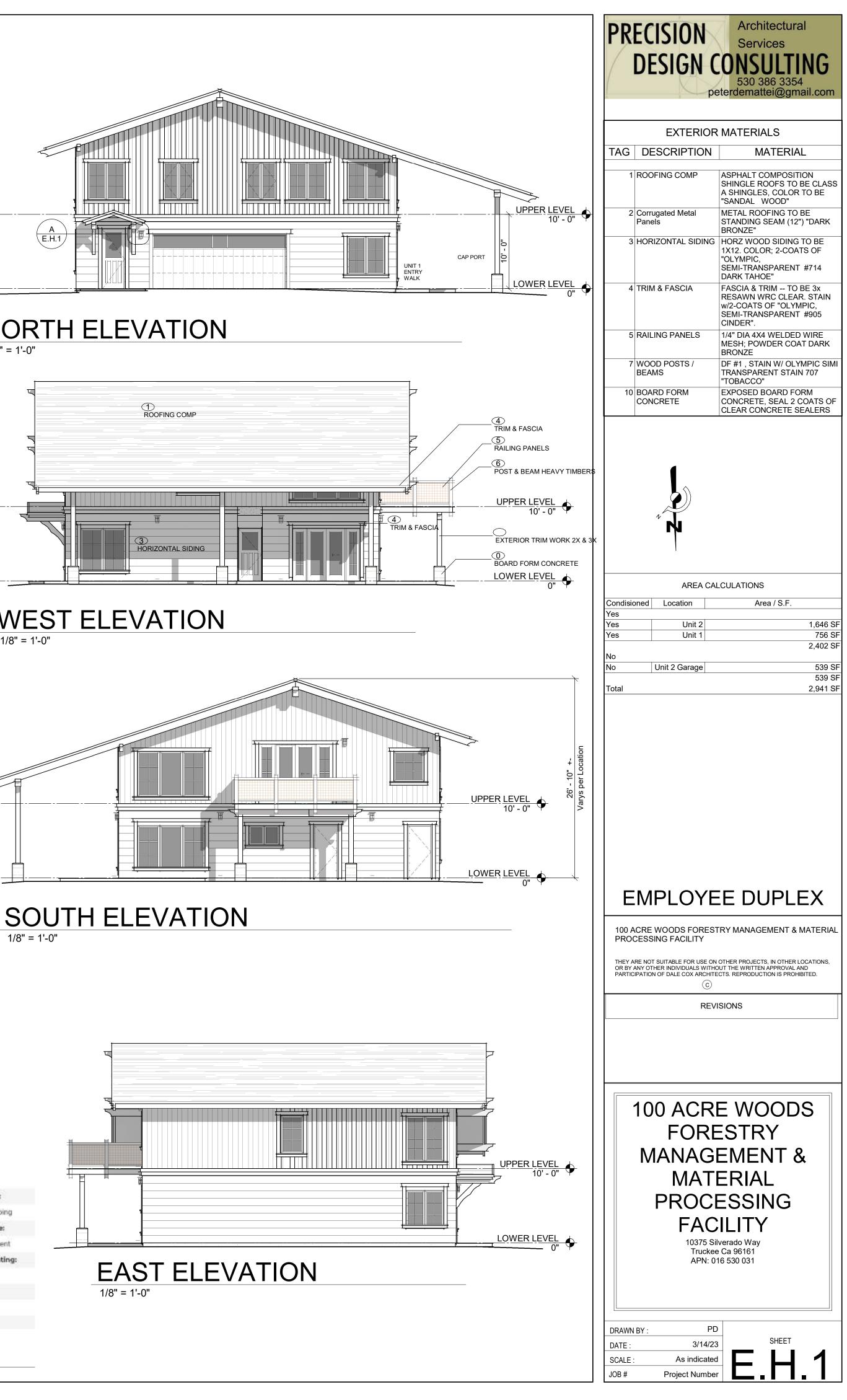


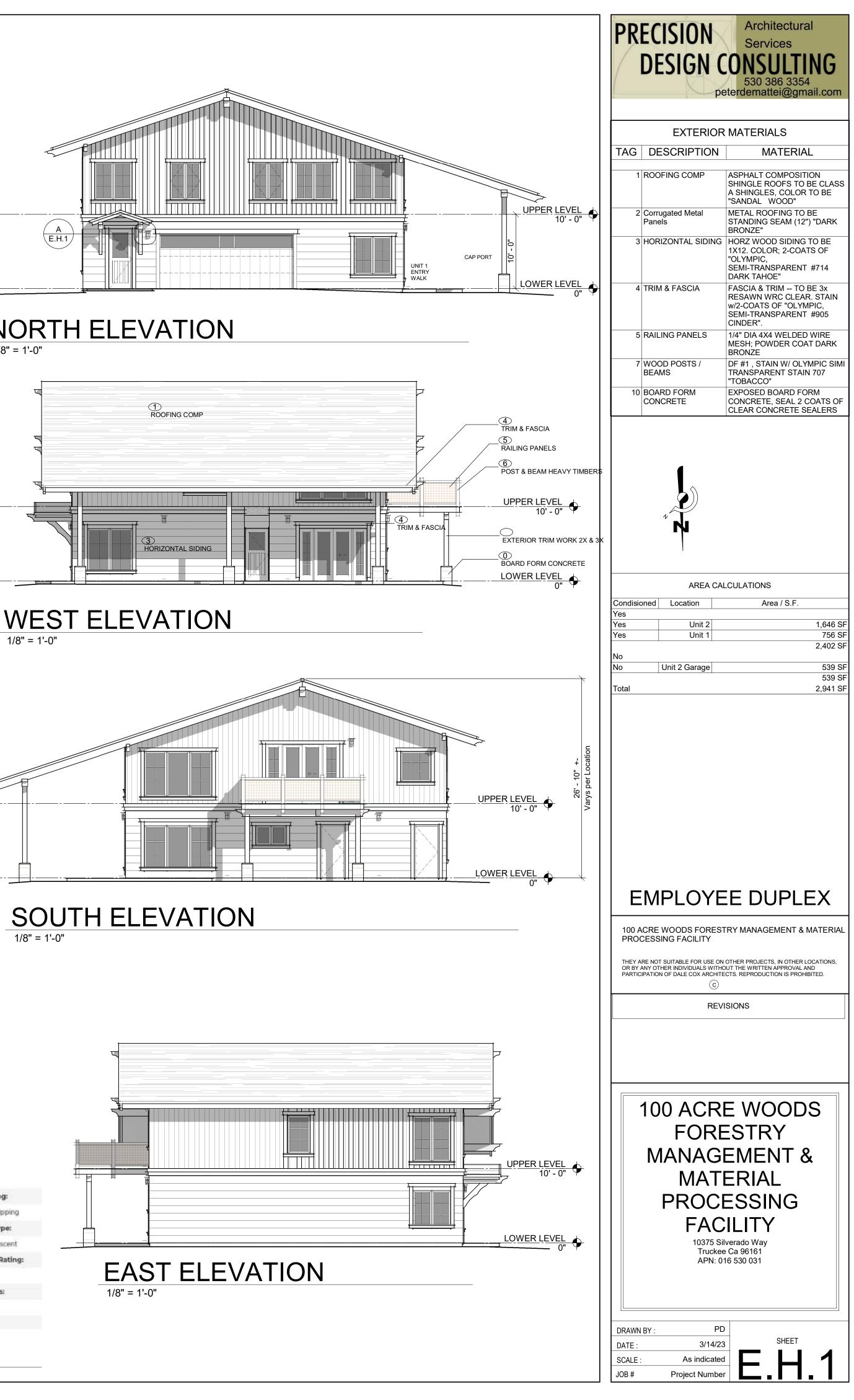


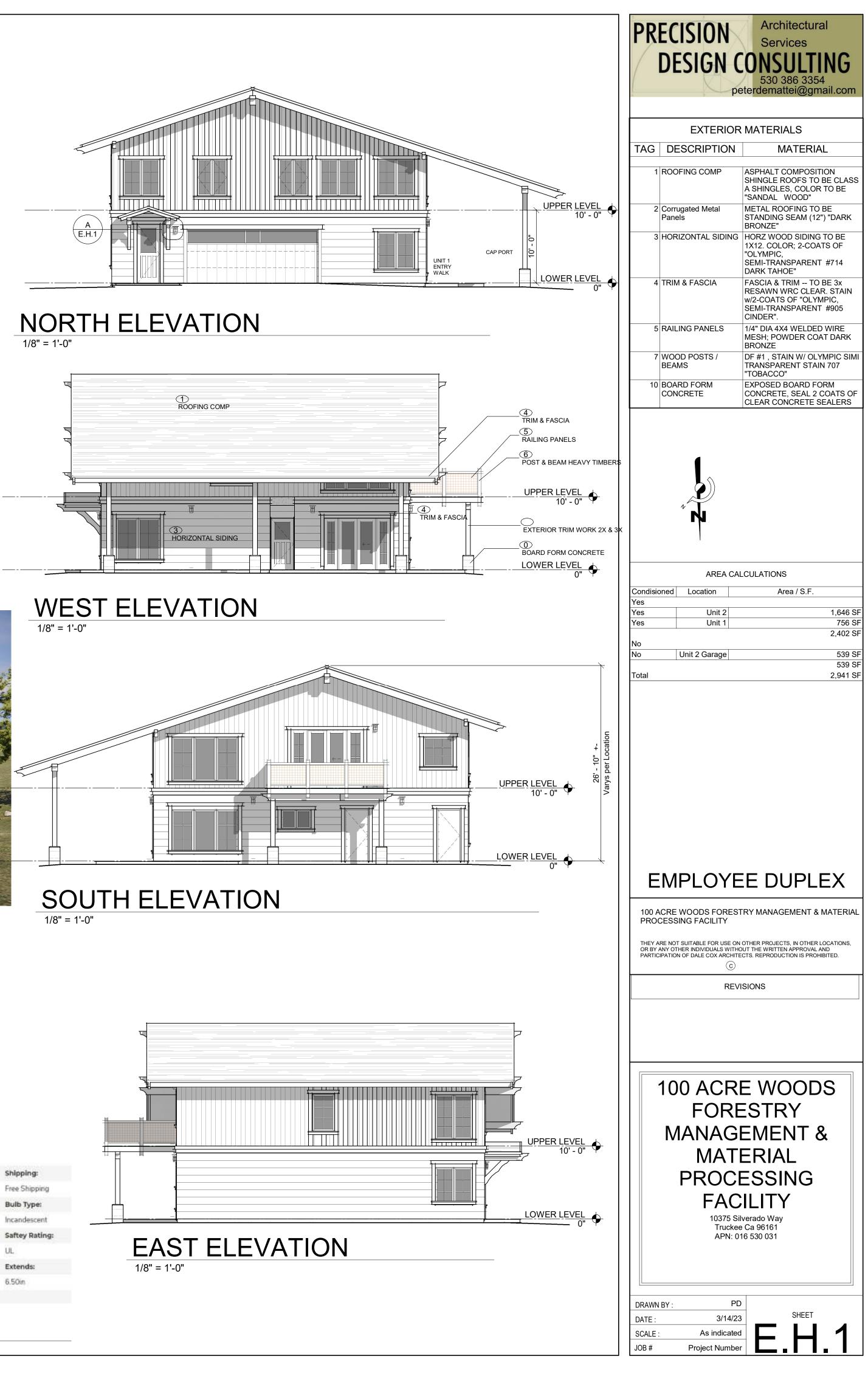












Rendering



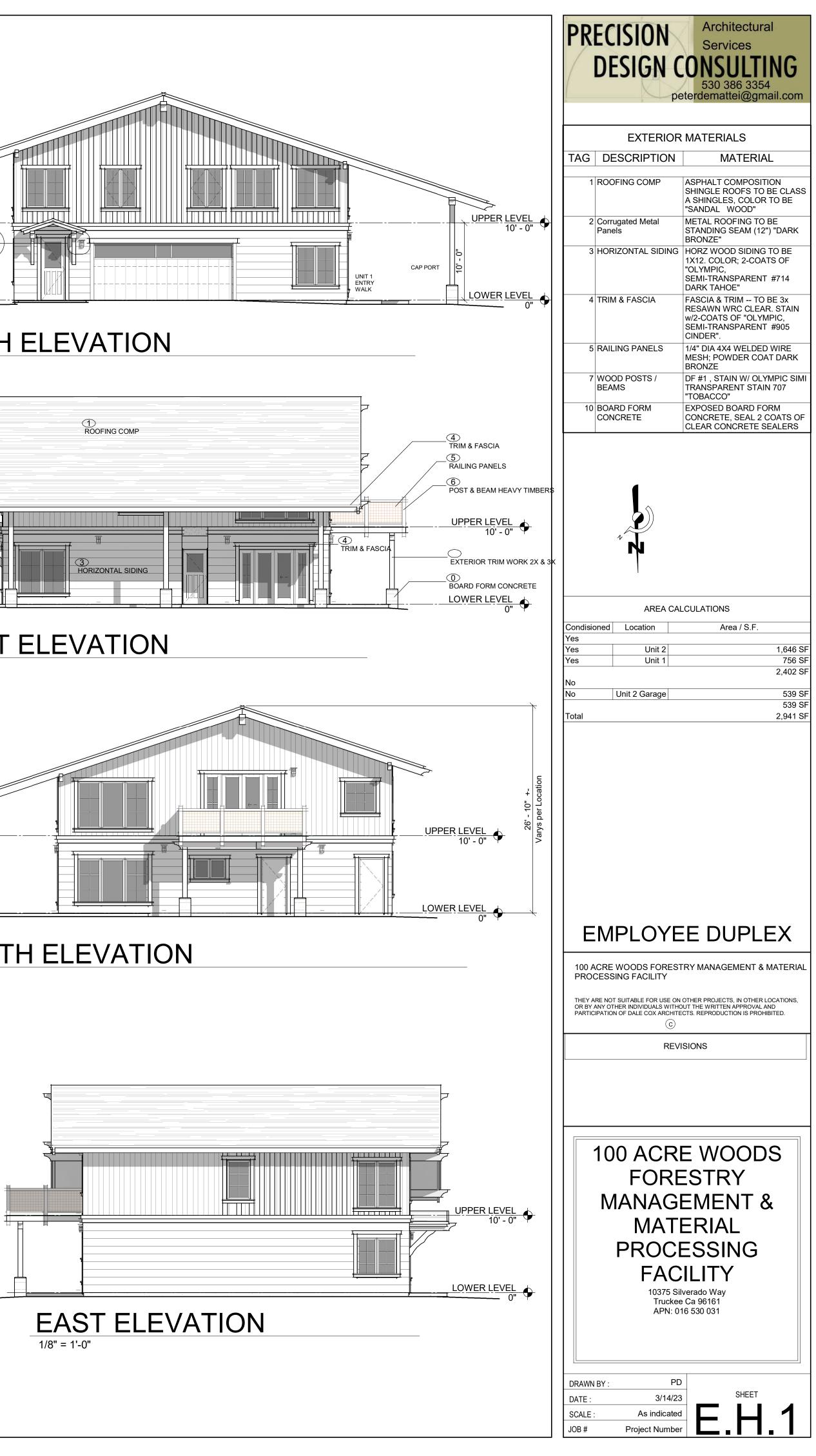
SKU WYN8405EK Collection: Wynn Bulb Number: Height 15.75in Room

UPC 611728000000 Finish: Black Wattage 100 Length: 6.50in

Availability:

Weight: 5.13 L8S Style: Transitional Voltage: 120 Width: 5in

Bulb Type: UL Extends:



(A) Exteror Lighing Specifications

