NEVADA COUNTY, CALIFORNIA

IDAHO-MARYLAND MINE

AESTHETICS TECHNICAL STUDY

JANUARY | 2021

Lead Agency:
Nevada County, Community Development Planning Department

Prepared for:
Rise Grass Valley Inc.

Preparer:
Benchmark Resources

BENCHMARK RESOURCES

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1. INTRODUCTION

This technical report has been prepared to identify and evaluate potential visual and aesthetic impacts associated with implementation of the proposed Idaho-Maryland Mine project (the "project"). Rise Grass Valley Inc. (Rise) proposes to reinitiate underground mining and ore processing of the Idaho-Maryland Mine in unincorporated Nevada County (see Figure 1, "Regional Location," and Figure 2, "Site Location"). Rise is seeking approval of entitlements to build and operate the mine.

A person's reaction and attachment to a given viewshed is subjective; therefore, visual change in a viewshed inherently affects viewers differently. Given this variability, aesthetics analysis, or visual resource analysis, uses a systematic process to logically assess visible change in the physical environment and the anticipated viewer response to that change. This report includes a description of the visual characteristics of the proposed project, the existing landscape character of the project area, existing views of the area from various on-the-ground vantage points, the landscape changes that would be associated with the construction and operation of the proposed project as seen from various vantage points, and an evaluation of the anticipated visual and aesthetic impacts.

Sources consulted for information on existing and future visual resources in the project area include plans of development provided by Rise, field investigation of the site and surrounding area, highway maps, and Google Earth images. Regulatory standards investigated include the *Nevada County General Plan* (Nevada County 2014) (County General Plan) and County Zoning Ordinance (see Section 5, "Regulatory Setting," for details).

2. PROJECT SUMMARY

2.1 Overview

The proposed facilities and operations would be located on two properties owned by Rise referred to as the Brunswick Industrial Site and the Centennial Industrial Site (see Figure 3a, "Existing Conditions and Surrounding Area," Figure 3b, "Existing Site Conditions: Brunswick Industrial Site," and Figure 3c, "Existing Site Conditions: Centennial Industrial Site"). The project comprises five primary elements (see Sheets 1, "Brunswick Industrial Site Plan"; 2, "Brunswick Industrial Site Plan—Cross Sections"; and 3, "Centennial Industrial Site Plan and Cross Sections":

1. dewatering the existing underground mine workings,
2. mining existing and new underground mine workings,
3. processing gold mineralization and rock,
4. placing engineered fill at the Brunswick and Centennial Industrial Sites, and
5. export of engineered fill from the Brunswick Industrial Site to support local construction projects.

Rise is seeking approval of entitlements to build and operate the facilities for these project elements. These entitlements would allow:

- operation of pumps and a water treatment facility to dewater the underground workings;
- construction of a water pipeline to transport treated water to an outfall located in South Fork Wolf Creek;

- construction of the necessary aboveground facilities at the Brunswick Industrial Site (e.g., headframes and hoists, surface structures, a mineral processing plant) to support underground mining and mineral processing;
- construction of a new service shaft and ventilation shaft from the underground mine to surface at the Brunswick Industrial Site;
- underground mining, including drilling, blasting, and gold mineralization removal;
- gold mineralization and rock processing at the Brunswick Industrial Site and off-site transport of gold concentrate;
- transport of engineered fill from the Brunswick Industrial Site and placement at the Centennial Industrial Site;
- transport of engineered fill from the Brunswick Industrial Site to off-site construction projects;
- placement of engineered fill at the Brunswick Industrial Site; and
- construction of a potable water pipeline to supply residences along a portion of East Bennett Road.

As shown on Sheet 1, the majority of aboveground facilities, the access to the underground mining, the treated-water outfall structure, and a portion of the engineered fill would be located on Rise's 119-acre Brunswick Industrial Site. As shown on Sheet 2, engineered fill would also be placed on Rise's 56-acre Centennial Industrial Site. Of the total 175 acres in surface land holdings, approximately 104 acres would be disturbed as a result of construction of the facilities proposed to support dewatering, mining, and processing at the Idaho-Maryland Mine.

An approximately 1¼-mile-long by 2-feet-wide stretch of East Bennett Road would be temporarily disturbed to bury the potable water pipeline. Installation of the buried potable water pipeline would generally involve trenching, pipe placement, backfill, and cover replacement. The backfilled trench within the East Bennett Road right-of-way would then be paved consistent with County guidelines.

2.2 Hours of Operation

Hours of operation would vary based on the project element. Table 1, "Hours of Operation," provides the hours of operation and approximate duration.

TABLE 1
HOURS OF OPERATION

Project Element	Hours of Operation	Duration[1]
Initial dewatering	24 hours a day, 7 days a week	6 months
Aboveground facility outside construction	7:00 a.m.–7:00 p.m., Monday–Saturday	18 months
Aboveground facility inside construction	24 hours a day, 7 days a week	18 months
Aboveground facility operations—gold mineralization processing	24 hours a day, 7 days a week	80 years
Underground exploration/mining	24 hours a day, 7 days a week	80 years
Off-site hauling—gold concentrate	6:00 a.m.-10:00 p.m., 7 days a week	80 years
Off-site hauling—engineered fill	6:00 a.m.-10:00 p.m., 7 days a week	80 years
Outside truck loading by loader	7:00 a.m.–7:00 p.m., 7 days a week	80 years

Project Element	Hours of Operation	Duration[1]
Placement, grading, and compaction of engineered fill at Centennial Industrial Site	7:00 a.m.–3:30 p.m., Monday–Friday	5 years
Placement, grading, and compaction of engineered fill at Brunswick Industrial Site	7:00 a.m.–3:30 p.m., Monday–Friday	6 years

Notes:
[1] Durations are approximate and dependent on factors such as equipment and personnel availability, fluctuations in the economy, and technical details.

2.3 Lighting

The Brunswick Industrial Site would require outdoor and indoor lighting. Indoor lighting would be required for all buildings. The outside area would have shielded, downward-facing outdoor lighting for safety and security. Placement, grading, and compaction of engineered fill at Brunswick Industrial Site would occur during daylight hours. Work at the Centennial Industrial Site would be done during daylight hours. All lighting would comply with County Development Code Design Guidelines, County Code, and currently adopted California Building Code requirements.

2.4 Building Details

Buildings are proposed to be concrete slab floors with steel cladding on the roofs and walls. A nonreflective, nonmetallic paint would be used. The roofs would be brown, the walls would be a mixture of gray and bronze with wainscot and stone veneer, and the doors would be gray. The headframe, the tallest onsite structure, would be gray and copper. Architectural renderings of the buildings prepared by Russell Davidson Architecture & Design are provided in Figures 4(a & b), "Architectural Building Renderings." Building heights would vary in height. Table 2, "Example of Building Heights," provides a sampling of proposed building heights. The project includes a proposed variance to allow for buildings taller than 45 feet, or 54 feet for architectural features not intended for human occupancy (e.g., spires, chimneys, vents).

TABLE 2
EXAMPLE OF BUILDING HEIGHTS

Building Type	Approximate Height (Feet)
Brunswick shaft headframe	165
Service shaft headframe	80
Process plant	65
Warehouse	27
Machinery building	20
Electrical building	15

Sheet 2 shows a cross section of proposed building heights relative to the existing surrounding area.

2.5 Reclamation Plan

Upon completion of underground mining, access to underground workings would be closed consistent with federal and state regulations. Upon completion of aboveground gold processing and off-site sale of engineered fill, the Brunswick Industrial Site would be reclaimed. Most of the aboveground facilities and structures would remain to support the sites postmining industrial land use. Table 3, "Reclamation Plan

Summary for Operation Components," provides a summary of which project components would remain. All paved surfaces, including access roads, parking areas, and driveways, would remain to facilitate access to the site and buildings. The Brunswick and Centennial Industrial Sites fill slopes would be revegetated with an erosion-control seed mix to reduce erosion and maintain fill slope stability. The fill pads would be maintained until they are used for future industrial purposes.

TABLE 3
RECLAMATION PLAN SUMMARY FOR OPERATION COMPONENTS

Site Component	Reclamation Plan
Potable water extension	To remain to service East Bennett residential area.
BRUNSWICK INDUSTRIAL SITE	
Engineered fill	Transported from process plant, Compacted and graded in lifts per geotechnical report recommendations. Side slopes will be vegetated and the pad will be an area for future industrial use.
Covered conveyor from Brunswick headframe to process plant	To be dismantled and removed.
Brunswick and Service shaft headframes and headframe buildings	To be dismantled and removed.
Brunswick shaft	To be closed per applicable stated and federal regulations.
Service shaft	To be closed per application state and federal regulations.
Buildings (Including Mineral processing plant, changeroom and office, warehouse, hoist rooms, generator, water treatment plant, etc.)	Contents of buildings to be removed; buildings to remain for future industrial use.
Site drainage facilities	To remain on-site for support of future industrial development.
Diesel fuel tank (30,000 gallon)	To be emptied and removed.
Process tanks (clean water, process water, tailing thickener, paste filter feed tank, cement silo, finish water tank)	To remain for future industrial use.
Water treatment pond	To remain on-site for future industrial uses.
South Fork Wolf Creek	Outfall pipeline to be removed after mine dewatering activities no longer needed.
Paved surfaces, access, and roads	To remain.
CENTENNIAL INDUSTRIAL SITE	
Engineered fill	Transported from process plant, Compacted and graded in lifts per geotechnical report recommendations. Side slopes will be vegetated and the pad will be an area for future industrial use.
Site drainage facilities	To remain on-site for support of future industrial development.
Paved surfaces, access, and roads	To remain.

2.6 Project Phasing

Table 4, "Mining and Reclamation Schedule," provides the duration for each component of the mine operation and reclamation.

TABLE 4
MINING AND RECLAMATION SCHEDULE

Operation Element	Duration[1]
BEFORE SURFACE DISTURBANCE ACTIVITIES	
Permitting	Through approximately January 2021
INITIAL ACTIVITIES	
Initial dewatering	6 months
Aboveground facility outside construction	18 months
Aboveground facility inside construction	18 months
DURING MINE OPERATION	
Aboveground facility operations—gold mineralization processing	80 years
Underground exploration/mining	80 years
Placement, grading, and compaction of engineered fill at Centennial Industrial Site (concurrent with underground exploration/mining	5 years
Placement, grading, and compaction of engineered fill at Brunswick Industrial Site (after completion of fill placement at the Centennial Industrial Site)	6 years
Off-site hauling—gold concentrate	80 years
Off-site hauling—engineered fill	80 years
Outside truck loading by loader	80 years
AFTER MINE OPERATIONS CEASE	
Removal of equipment, vehicles, and the general contents of structures; closure of shaft openings, removal of headframes and covered conveyor (after operations cease)	2-5 years

Notes: CUP = conditional use permit.
[1] Durations are approximate and depend on factors such as equipment and personnel availability, fluctuations in the economy, and technical details.

3. METHODOLOGY

This section describes the methodology used to assess how implementation of the proposed project would visually affect the existing site and its surroundings. The analysis herein uses representative viewpoints and photographic simulations to document anticipated changes in the aesthetic and visual character of the site as viewed from off-site locations. The following subsections describe the methodology for visual assessment, selection and locations of representative viewpoints, the simulation scenarios.

3.1 Visual Assessment

The existing visual quality and character of the project site and surrounding area were assessed, including existing visual elements, features, and land uses. This assessment uses the following terminology to assess the visual sensitivity of the existing environment:

> **Visual Quality:** The overall visual impression or attractiveness of an area as determined by the particular landscape characteristics, including landforms, rock forms, water features, and vegetation patterns. The attributes of line, form, and color combine in various ways to create landscape characteristics whose variety, vividness, coherence, uniqueness, and pattern contribute to the overall visual quality of an area. For the purposes of this assessment, visual quality is defined according to three levels:
>
> - *Indistinctive or Industrial:* Generally lacking in natural or cultural visual resource amenities typical of the region

- *Representative:* Typical or characteristic of the region's natural and/or cultural visual amenities
- *Distinctive:* Unique or exemplary of the region's natural or cultural scenic amenities

Viewer Exposure: The variables that affect viewing conditions from potentially sensitive areas. Viewer exposure considers the following factors:

- *Landscape visibility:* The ability to see the landscape
- *Viewing distance:* The proximity of viewers to the project, described as foreground, middleground, and background
- *Viewing angle:* Whether the project would be viewed from above (superior), below (inferior) or from a level (normal) line of sight
- *Extent of visibility:* Whether the line of sight is open and panoramic to the project site or restricted by terrain, vegetation, and/or structures
- *View duration:* Whether the viewer would be driving at high speeds or sitting and observing a scenic overlook

Viewer Types and Volumes: The types of use (i.e., public viewers including recreationalist and motorist) and amounts of use (i.e., number of recreational users or motorists) that various land uses receive.

Visual Sensitivity: The consequence of viewer exposure and viewer awareness. People in different visual settings, typically characterized by different land uses surrounding a project, have varying degrees of sensitivity to changes in visual conditions depending on the overall visual characteristics of the place. In areas of more distinctive visual quality, such as designated scenic highways, designated scenic roads, parks, and recreation and natural areas, visual sensitivity is characteristically more pronounced. In areas of more indistinctive or representative visual quality, sensitivity to change tends to be less pronounced, depending on the level of visual exposure. This analysis of visual sensitivity is based on the combined factors of visual quality, viewer types and volumes, and visual exposure to the project. Visual sensitivity is reflected according to *high, moderate,* and *low* visual sensitivity ranges.

When viewing the same landscape, people's responses to that landscape and proposed visual changes may differ. Their responses are based upon their values, familiarity, concern, or expectations for that landscape and its scenic quality. Because each person's attachment to, and value for, a landscape is unique, visual changes to that landscape inherently affect viewers differently. However, generalizations can be made about viewer sensitivity to scenic quality and visual changes. Recreationists, hikers, equestrians, tourists, and people driving for pleasure are expected to have high concern for scenery and landscape character. People who are commuting daily through the same landscape generally have a moderate concern for scenery, while people working at industrial sites within the landscape generally have a lower concern for scenic quality or changes to existing landscape character. The visual sensitivity of a landscape also is affected by the travel speed at which a person is viewing the landscape (e.g., high speeds on a highway, low speeds on a hiking trail, or stationary at a residence). A feature of a project can be perceived differently by people depending on the distance between the observer and the viewed object. When a viewer is closer to a viewed object in the landscape, more detail can be seen and greater potential for influence of the object on visual quality exists because of its form or scale (relative size of the object in relation to the viewer). When the same object is viewed at background distances, details may be imperceptible but overall forms of terrain and vegetation are evident, and the horizon and skyline are dominant.

3.2 Representative Viewpoints

Representative viewpoints are used to assess a project's potential for aesthetic impacts to the surrounding area. To determine representative viewpoints of the project site, Benchmark Resources (Benchmark) reviewed aerial photographs, topography, site plans, County requirements and guidance (e.g., general plan, codes, and ordinances), and conducted field reconnaissance, mainly in September and October of 2019. Eight representative viewpoints were selected at publicly accessible locations that were considered representative of the area or of locations from which a viewer would have the potential to see the project and experience a change in visual character as a result of the project. Figure 4, "Viewpoint Locations," provides a map showing the eight viewpoint locations and direction of the view. Figure 5, "Viewpoint Photographs," provides photographs showing the view toward the project site from each viewpoint. Table 5, "Viewpoints and Attributes," lists the viewpoints and their attributes as representative viewpoints for this evaluation.

Photographs from each viewpoint were taken from approximately 5½ feet above ground level, the approximate eye level of an average standing human. The camera lens was adjusted to mimic the perspective of the human eye (approximately 55 millimeters). Panorama photographs were taken to include peripheral elements that a viewer would see and present the view of the project site in relation to the surrounding area or viewshed.

TABLE 5
VIEWPOINTS AND REPRESENTATIVE ATTRIBUTES

No.	Description	Representative Attributes
VIEWS OF CENTENNIAL INDUSTRIAL SITE		
1	Sierra Nevada Memorial Hospital Parking Lot, looking southeast	A view from northwest of the site from an elevated vantage point
2	Upper parking lot next to State Route (SR) 20-49, looking southeast	Views from SR 20-49, a major regional travel corridor
3	Halfway up Spring Hill Drive, looking south	A nearby view from north of the site, with high site visibility, from an industrial area
4	Centennial Drive, looking south	A nearby view from east of the site, with high site visibility, from an industrial area
VIEWS OF BRUNSWICK INDUSTRIAL SITE		
5[a]	New Brunswick Court, looking south	Views from nearby neighborhoods, which are interspersed native vegetation (i.e., dense pine trees)
6	Corner of Brunswick Road and East Bennett Road, looking south	A nearby view of the site from an intersection on a regional travel route
7	Brunswick Road (north), looking west	A nearby view of the northern portion of the site from a regional travel route
8	Brunswick Road (south), looking west	A nearby view of the southern portion of the site from a regional travel route

Notes: SR = state route.

[a] No simulation is provided for this viewpoint because the project site is not visible from this location.

3.3 Photographic Simulations

Benchmark created photographic simulations to show the visibility of the project components for seven of the eight of the viewpoint locations. Table 5 provides a list the viewpoints and their attributes as representative viewpoints for this evaluation. No simulation is provided for Viewpoint 5, "New Brunswick

Court, Looking South," because the project site is not visible from this location. Regardless, this location remains as a viewpoint in this analysis because it is representative of views from neighborhood streets in the area.

Photographic simulations were prepared to illustrate conditions at completion of all structures (18 months after construction begins) and at completion of the engineered fill pads with vegetated slopes (5–6 years after fill placement begins), as would be visible from each viewpoint. Vegetation planted at the time implementation of the project begins would be 5–6 years old when each engineered fill pad reaches its ultimate size; thus, planted vegetation is represented at 5–6 years old in the simulations.

Simulations were prepared by first creating a three-dimensional (3D) model of the topography for the project site and surrounding area, including the topography of the completed project. An image of the model was then created from each viewpoint's location within the model. Figure 6, "Digital Terrain Model," shows an image from the 3D model as an example of the tools used for preparing the simulations. Each resulting image was aligned with the relevant existing conditions photograph. Photoshop was then used to add the proposed project elements to the photos, such as buildings, landscaping, and the topography in the 3D model.

4. VISUAL SETTING

The existing visual setting includes the project site and surrounding areas that contribute to the visual character of the project site as they presently exist. This section describes the visual characteristics of the project site and surrounding areas.

4.1 Project Site and Surrounding Area

The project site is in the western region of Nevada County, California, in the western foothills of the Sierra Nevada mountain range. The Brunswick Industrial Site is approximately 2 miles from State Route 49 and the Centennial Industrial Site is approximately a half mile from State Route 49, which runs through the city of Grass Valley (see Figure 2). The elevation of the project site ranges from approximately 3,000 feet mean sea level (msl) on the Brunswick Industrial Site to 2,500 feet msl on the Centennial Industrial Site.

The project site is surrounded by undeveloped open space, industrial, low-density residential development, and commercial uses. Table 6, "Surrounding Land Uses and Closest Receptors," provides a summary of the locations of the surrounding land uses and the receptors closest to the project site.

TABLE 6
SURROUNDING LAND USES AND CLOSEST RECEPTORS

Direction	Land Use	Closest Land Use
BRUNSWICK INDUSTRIAL SITE		
North	East Bennett Road, low-density residential, industrial	Residential
West	Open space, low-density residential, South Fork Wolf Creek	Residential
South	Open space, low-density residential	Residential
East	Brunswick Road, open space, low-density residential	Residential
CENTENNIAL INDUSTRIAL SITE		
North	Grass Valley city limits, commercial, industrial, Idaho-Maryland Road	Commercial/Industrial

Direction	Land Use	Closest Land Use
West	Grass Valley city limits, commercial	Commercial
South	Open space, East Bennett Road, industrial	Industrial
East	Grass Valley city limits, Centennial Drive, industrial, commercial	Industrial/Commercial

The property includes approximately 175 acres (118.93 acres on the Brunswick Industrial Site and 56.41 acres on the Centennial Industrial Site). As shown in Figures 3b and c, both areas are open space. The portions of the project site not affected by historic mining and previous industrial uses are typical of the lower Sierra Nevada foothills, varying between flat ridges and valleys to gently and moderately sloping hillsides. The project areas are located between the main stem of Wolf Creek and South Fork Wolf Creek and are dominated by mixed hardwood-conifer forests with smaller areas of riparian woodland and scrub, chaparral, wetlands, and annual grassland. Each site is discussed separately in the following subsections.

4.1.1 Brunswick Industrial Site

The Brunswick Industrial Site is accessed from Brunswick Road or East Bennett Road (see Figure 2). No public roads exist within the property. The visual character of the site is both industrial and open space, with the industrial area located closest to Brunswick Road and the surrounding areas of the site remaining relatively undisturbed, densely vegetated, open space typical of the surrounding area. South Fork Wolf Creek, a perennial stream, surfaces within the Brunswick Industrial Site south of a large artificial, clay-lined pond and flows northwest across the site. Several intermittent and ephemeral streams connect directly to South Fork Wolf Creek within the Brunswick Industrial Site.

The 85-foot-tall silo visible from the corner of Brunswick and East Bennett Roads are remnants of previous gold mining and industrial uses on-site. The clay-lined pond and significant paved areas remain from the previous sawmill operation. The paved areas of the Brunswick Industrial Site are currently leased to a company that stores vehicles and equipment on-site, which are visible from Brunswick Road.

4.1.2 Centennial Industrial Site

The Centennial Industrial Site is accessed from Whispering Pines Lane (see Figure 2). No public roads exist within the property. The visual character of the site is both industrial and open space. The Centennial Industrial Site includes densely vegetated areas interspersed with past disturbance (from historical mining and from the industrial structures and wood and metal materials left by the previous owner of the site) visible from the corner of Idaho Maryland Road and Centennial Drive. The main stem of Wolf Creek, a perennial stream, generally runs parallel to and immediately south of Idaho Maryland Road along the northern boundary of the Centennial Site.

The Centennial Industrial Site was the location of the mine tailings storage area and pond for the previous gold mining. Some of the materials used to build the tailings berm and small quantities of mineralized rock contain elevated metals. As a result, under existing conditions, most the property cannot be developed because of unstable soils and/or contamination. Rise is working with the California Department of Toxic Substances Control (DTSC) to develop a plan that consolidates and caps the contaminated soils in a manner consistent with current federal and state regulations. This activity would be completed before implementation of the proposed project and would result in removing the surface contaminated surface soils, trees, and other vegetation on most of the property and creating an elevated pad area where the consolidated soil will be collected and capped. Figure 7, "Overview of DTSC Centennial Clean-Up," provides the clean-up site plan. Figures 8 and 9 show simulations of the Centennial Industrial Site from Viewpoints 1 through 4 at the completion of the clean effort but before importation of fill from the

Brunswick Industrial Site. Therefore, for the purposes of this evaluation, the state of the site at completion of the DTSC cleanup project is considered the existing conditions for the Centennial Industrial Site.

4.2 Existing Light Sources

Neither the Brunswick Industrial Site nor the Centennial Industrial Site include light sources. The surrounding area includes sources of light from the City of Grass Valley (1–2½ miles to the west), residences, businesses, and vehicles on the surrounding roads and State Route (SR) 20-49.

4.3 View Types and Exposures

Public viewer groups and vantage points from the surrounding area were considered to assess how the public would perceive changes in site conditions associated with the proposed project. The vantage points include those considered to be the most visually sensitive locations. While private residences may have private view of the project site, these locations are not publicly accessible and, thus, are not included in this evaluation. The following public viewer groups and view locations were assessed:

- **Motorists along major and scenic roadways:** SR 20-49 (state scenic highway)
- **Motorists along minor travel routes (residential neighborhoods, industrial areas):** Idaho Maryland Road, Brunswick Road, East Bennett Road, New Brunswick Court, Spring Hill Drive, and Centennial Drive/Whispering Pines Lane
- **Bicyclists:** a portion of Idaho Maryland Road

For each of the viewer groups identified in the study area, visual quality and viewer exposure conditions were assessed. Study area reconnaissance was conducted October 2, 2019. The viewing distance, angle of view, the extent to which views are screened or open, and duration of view were assessed to determine visual quality and exposure. Visual quality is defined in section 3.1 above and described based on the type of view from locations in the region below.

- **Distinct:** a unique or uncharacteristic view for the surrounding area or location given the surrounding natural environment and vegetation
- **Representative:** a view typical of the area that does not provide any defining or unique features or elements to the viewer including commercial buildings, infrastructure, and other development.
- **Industrial:** views typical of industrial land use development in the area including surface disturbance, industrial/commercial buildings, and other highly developed land uses

Viewing distances are described according to whether the project activities would be viewed within the foreground, middleground, or background. Viewing angle and extent of visibility relate to the location of the viewed feature to the viewer and whether visibility conditions are open or panoramic or limited by intervening vegetation, structures, or terrain.

Duration of view pertains to the amount of time the project site or facilities typically would be seen from a sensitive viewpoint. In general, duration of view would be less in instances where the project would be seen for short or intermittent periods (such as from major travel routes) and greater in instances where the project would be seen regularly and repeatedly (such as from residential or public use areas).

Traffic volumes are classified as high (approximately more than 20,000 vehicle trips per day), moderate (approximately 10,000 to 20,000 vehicle trips per day), and low (approximately less than 10,000 vehicle trips per day).

Table 7, "Visual Sensitivity of Assessed View Locations," summarizes the visual quality, viewer exposure, and visual sensitivity for the various viewer categories and view locations assessed in this evaluation. Sections 4.3.1 and 4.3.2 provide additional discussion for each of the viewer categories and view locations.

TABLE 7
VISUAL SENSITIVITY OF ASSESSED VIEW LOCATIONS

Viewer Type/Location	Visual Quality	Viewer Exposure and Volumes	Visual Sensitivity
MOTORISTS ON MAJOR TRAVEL ROUTES			
State Route 20-49 (state scenic highway)	Distinct/ representative	**Exposure:** Elevated partially to fully obstructed middleground and background views **Volume of viewers:** High **View duration:** Short	High
MOTORISTS /BICYCLISTS ON MINOR TRAVEL ROUTES			
Brunswick Road (minor arterial road)	Representative/ Industrial	**Exposure:** Partially to fully obstructed foreground views **Volume of viewers:** Moderate to low **View duration:** Short to moderate	Moderate
East Bennett Road (minor collector road)	Representative	**Exposure:** Partially to fully obstructed foreground views **Volume of viewers:** Low **View duration:** Short	High
New Brunswick Court (local road)	Representative	**Exposure:** Fully obstructed foreground views **Volume of viewers:** Low **View duration:** None	High
Idaho Maryland Road (minor collector road)	Industrial	**Exposure:** Foreground views **Volume of viewers:** Low **View duration:** Short to moderate	Low
Spring Hill Drive (local road)	Industrial	**Exposure:** Partially obstructed foreground and middleground views **Volume of viewers:** Low **View duration:** Short to moderate	Low
Centennial Drive/ Whispering Pines Lane (local road)	Industrial	**Exposure:** Partially to fully obstructed foreground views **Volume of viewers:** Low **View duration:** Moderate	Low

Source: Traffic estimates per Caltrans 2017 and NCTC 2018.

4.3.1 State Route 20-49

The site is visible from SR 20-49, a state scenic highway running northeast-southwest in the project area. SR 20-49 connects the cities of Auburn, Grass Valley, and other rural cities and towns. It is a major link to SR 20 and Interstate 80. Traffic volumes are classified as high (approximately 26,000–32,000 vehicle trips per day [Caltrans 2017]). The speed limit on this road is 60 miles per hour (mph) nearest the project site, and views of the project site are brief and partially obstructed, but from an elevated location. Passengers heading northeast are the most likely viewer to have the opportunity to catch a view of the project site, considering the drivers must turn their heads at least 90 degrees to see the project site area. Directly to the west are foreground views of the rooftops of industrial buildings, including storage buildings and a collision repair shop. Middleground views include a lumber company with a parking lot in front, perched on a leveled hill, and tall pine trees. Background views consist of tree-covered hills. The trees that grow on

the Centennial Industrial Site are visible east of the lumber company. However, at the time of implementation of the proposed project, as described in Section 4.1.2, "Centennial Industrial Site," the site remediation efforts will have been completed, and the current vegetation on the majority of the site (except near Wolf Creek and near the southern boundary of the site) will have been removed, leaving an elevated area where the consolidated soil will be collected.

Viewpoints 1 and 2 (see Figure 5 for photographs of these viewpoints) provide existing views looking southwest from a parking lot just above SR 20-49, at Sierra Nevada Memorial Hospital (Viewpoint 1), and just below SR 20-49, at Caliber Collision (Viewpoint 2). Viewpoint 2 is the most representative view for drivers from SR 20-49. Viewpoint 1 provides views only to those drivers who park at the very western edge of the Sierra Nevada Memorial Hospital parking lot. However, Viewpoint 1 is included to allow for an analysis of the most elevated public view of the project site available.

Viewer sensitivity is considered high because, while the foreground and middleground views are brief and largely industrial, SR 20-49 is a designated scenic highway and the background views are natural and representative of this forested region.

4.3.2 Brunswick Road

Brunswick Road borders the eastern boundary of the Brunswick Industrial Site. Brunswick Road is a north-south minor arterial that connects East Main Street/Nevada City Highway in the north to SR 174 in the south. The posted speed limit along Brunswick Road near the project site is 50 mph. The roadway has two lanes near the project site. The volume of viewers is moderate (approximately 10,000 vehicle trips per day [NCTC 2018]). The road is primarily used by local residents, commuters, and workers (including delivery or construction-related truck drivers), accessing the various residences and industrial, office, and retail businesses in the area.

Viewpoints 6, 7, and 8 (see Figure 5 for photographs of these viewpoints) are from Brunswick Road and provide brief views of the Brunswick Industrial Site between gaps in the trees that grow along the road. As described previously in Section 4.1, the paved areas of the Brunswick Industrial Site are currently leased to a company that stores vehicles and equipment on-site, which are visible from Brunswick Road. Viewer sensitivity on this road, near the project site, is considered moderate because, while the visual quality of the area is representative, with its forested roadsides mixed with industrial activities, the view exposure and, and the duration of views is short (driving at 50 miles per hour) to moderate (at the four-way stop, East Bennett Road intersection).

4.3.3 East Bennett Road

East Bennett Road is a minor collector road that borders the northern boundary of the Brunswick Industrial Site. The posted speed limit near the project site is 35 mph. The roadway is two lanes and connects SR 20-49 to Brunswick Road. The road is primarily used by local residents and drivers accessing local businesses and residences on the road, and the volume of drivers using the road is low (less than 2,000 vehicle trips per day [NCTC 2018]). Views near the project site consist of roadways lined with trees with few views of houses or businesses. Views of the Centennial Industrial Site are prevented by the elevated topography along the north side of the road, and a view of the Brunswick Industrial Site is available at one break in the vegetation where no project activities are proposed to take place (where only an open grassy area is visible) and at the corner of East Bennett and Brunswick Roads (as shown in Viewpoint 6, shown in Figure 5), where a silo from past gold mining activities on-site can be viewed from the stop sign. Viewer sensitivity along this roadway, near the project site, is considered high because the primary viewer would be traveling at relatively slower speeds on this heavily forested and curvy roadway.

4.3.4 New Brunswick Court

New Brunswick Court is a local road near the Brunswick Industrial Site that provides access only for residences; thus, the volume of viewers on this roadway is low and the viewer sensitivity is high. However, the project site is not visible from this location because of the tall trees blocking views. Viewpoint 5 (see Figure 5 for a photograph of this viewpoint) is included in this analysis because it is representative of public views from other nearby residential streets, where the topography, vegetation, or structures prevent a view of the project site.

4.3.5 Idaho Maryland Road

Idaho Maryland Road is a two-lane minor collector roadway that borders the northern boundary of the Centennial Industrial Site. This roadway connects SR 20-49 in the west to Brunswick Road. The posted speed limit along Idaho Maryland Road near the project site is 35 mph. The volume of viewers is low (less than 2,000 vehicle trips per day [NCTC 2018]). Viewers consist primarily of commuters and local workers accessing the industrial businesses along the road. Views include the local trees that are representative of the forested area; however, the portion of this roadway near the project site is primarily industrial. Viewpoint 3 (see Figure 5 for a photograph of this viewpoint) provides a view of the Centennial Industrial Site from an elevated location on Spring Hill Road, looking south. Existing views of the project site include vegetation in the foreground and industrial uses (e.g., metal structures, wood and other material piled on the ground, old vehicles) in the middleground, visible through the shrubs and trees. However, at the time of implementation of the proposed project, as described in Section 4.1.2, "Centennial Industrial Site," the site remediation efforts will have been completed, and the current vegetation on the majority of the site (except near Wolf Creek and near the southern boundary of the site) will have been removed, leaving an elevated area where the consolidated soil will be collected. Viewer sensitivity is considered low because of the level of industrial uses in the area.

4.3.6 Spring Hill Road

Spring Hill Road is a local, two-lane road that connects to Idaho Maryland Road and provides access to businesses. The character and representative viewpoint for this roadway is the same as described for the Idaho Maryland Road in the previous subsection.

4.3.7 Centennial Drive/Whispering Pines Road

Centennial Drive becomes Whispering Pines Lane after the sharp bend in the road. Centennial Drive connects to Idaho Maryland Road, and Whispering Pines Lane connects to Brunswick Road. The volume of viewers on this two-lane road is low and primarily provides access to industrial uses and offices along this road. The road borders the northeastern corner of the Centennial Industrial Site, where signs warn drivers to slow to 15 mph, which increases view duration of the project site. Views along this roadway are industrial. Viewpoint 4 (see Figure 5 for a photograph of this viewpoint) provides a view of the Centennial Industrial Site from just before the sharp corner, looking southwest. Existing views of the project site include trees and shrubs when looking southwest at the sharp bend in the road and industrial uses (e.g., metal structures, wood and other material piled on the ground, old vehicles) in the foreground near the corner of Centennial Drive and Idaho Maryland Road. However, at the time of implementation of the proposed project, as described in Section 4.1.2, "Centennial Industrial Site," the site remediation efforts will have been completed, and the current vegetation on the majority of the site (except near Wolf Creek and near the southern boundary of the site) will have been removed, leaving an elevated area where the consolidated soil will be collected. Viewer sensitivity is considered low because of the high level of industrial uses in the area.

5. REGULATORY SETTING

This regulatory framework identifies the federal, State, regional, and local statutes, ordinances, or policies that govern the light, glare, viewshed, and scenic character that must be considered by the County during the decision-making process for projects that have the potential to affect aesthetics.

No federal regulations relevant to the aesthetic impact analysis presented herein apply to the project. Potentially relevant state and local programs and policies are discussed below.

5.1 California Scenic Highway Program

In 1963, the California legislature created the Scenic Highway Program to protect scenic highway corridors from changes that would diminish the aesthetic value of lands next to the highways. The state statutes governing the Scenic Highway Program are found in the Streets and Highways Code, Section 260 et seq. State and local agencies are responsible for protecting the social and economic values provided by the State's scenic resources through the development of specific planning and design standards and procedures. A highway may be designated as "scenic" depending on how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon travelers' enjoyment of the view. A list of state scenic highways is identified in Streets and Highway Code Section 263.

SR 20, 49, and 174 within Nevada County are eligible state scenic highways. Only SR 20-49 has views of the project site. Eligible state scenic highways, while recognized for aesthetic quality, are not officially designated as scenic highways. Figure 1 shows the location of these roads relative to the project site.

5.2 Nevada County General Plan

The County General Plan (Nevada County 2014), initially adopted in 1996 and amended most recently in 2014, is a comprehensive, long-term plan for physical development within Nevada County. The County General Plan designates the project sites as Industrial. The Industrial designation is intended to provide for areas in which goods are produced, distributed and warehoused, along with supporting business and service uses.

The Aesthetics Element of the County General Plan contains goals, objectives, and policies that address such topics as preservation of scenic resources and viewsheds, conservation of scenic roads and highways, aesthetic design, and minimization of nighttime light pollution. The following goals, objectives, and policies are relevant for consideration in association with the proposed project:

> **GOAL 18.1:** Promote and provide for aesthetic design in new development which reflects existing character.
>
> > **Policy 18.1:** The County shall prepare Community Design Guidelines applicable to the various General Plan Designations and zoning classifications, and adopt such guidelines as part of Comprehensive Site Development Standards, to be used in the project site review of all discretionary and ministerial project permits. The guidelines may include, but not be limited to the following:
> >
> > a) Community identity
> > b) Preservation of natural landforms
> > c) Protection and management of viewsheds

d) Protection and management of river corridors and other significant streams

These Guidelines shall be the base design standards applicable to all projects. Area-specific Design Guidelines, where adopted by the County pursuant to Policy 18.2, shall be applicable in addition to the base guidelines within the specified area.

GOAL 18.2: Protect and preserve important scenic resources.

Policy 18.3: The County shall establish standards for the protection of large-scale views and viewsheds and shall incorporate such standards in the Comprehensive Site Development Standards. The standards shall provide an inventory of sensitive views and viewsheds within Nevada County, and specify protective measures and impact controls applicable through the project site review process.

Policy 18.6: Discretionary development in Rural Regions and in Community Regions near the Community Boundary shall, wherever possible, preserve natural landmarks and avoid ridge-line placement of structures.

Policy 18.7A: The County shall promote a compact development pattern to protect open space buffers between communities and to maintain a geographic distinction between communities.

Objective 18.3: Promote the conservation of scenic roads and highways.

Policy 18.11: New Commercial, Industrial and Multiple Family development shall utilize fixtures and light sources that minimize night time light pollution.

The Land Use Element of the County General Plan (2014) must address distribution, location, and extent of the uses of land and standards of population density and building intensity for land use designations. The following goals, objectives, and policies are relevant for consideration in association with the proposed project:

GOAL 1.3: Within Rural Regions, maintain and enhance the County's pastoral character, existing land use patterns, rural lifestyle, and economy in their natural setting.

Policy 1.3.1: Provide for a land use pattern compatible with preservation of character, environmental values and constraints, and the form and orderly development of Rural Places.

The Open Space Element of the County General Plan (2014) encourages land use patterns and site development that reflect open space values as among the County's primary goals. The following goals, objectives, and policies are relevant for consideration in association with the proposed project:

GOAL 6.1: Encourage that land use patterns and site development reflect open space values.

Objective 6.1: Integrate open space consideration in the establishment of land use patterns.

Policy 6.1: The General Plan recognizes the importance of open space serving one or more of the following purposes:

a) Preservation of natural resource areas;
b) Conservation of open spaces for the managed production of resources;
c) Maintenance of areas with importance for outdoor recreation;
d) Delineation of open space for public health and safety, including, but not limited to, areas which require special management or regulation because of hazardous or special conditions; and

e) Provision of open spaces to create a buffer which may be landscaped to minimize the adverse impact of one land use on another.

The General Plan includes an Open Space land use designation, which is intended to provide for lands, serving one or more of the above purposes, which is either in public ownership, or permanently preserved as open space through easements or other restrictive mechanisms. The uses of land under the Open Space designation and implementing zoning are limited to those which have minimal impact on the natural character and environmental features of the land.

In addition, the Rural, Forest and Recreation designations of the General Plan also provide visual and functional open space, including open space for production of resources and provision of recreation opportunities.

Objective 6.2: Implement development standards that incorporate open space values.

Policy 6.9: Development standards for project design, grading, construction and use, established through the Comprehensive Site Development Standards, shall be used in project review of all discretionary project permits to determine open space requirements for each project.

These standards shall provide for consideration of non-disturbance of, and open space setbacks from identified sensitive environmental, biological, or cultural resources, e.g. 100-year floodplains, wetlands, slopes in excess of 30% (excepting access across slopes up to 30%), lakes, ponds, significant historic or archaeological sites/resources, critical wildlife areas, minimization of land disturbance, consistency with the landforms and aesthetic context of the site, temporary and permanent erosion and sedimentation controls, and vegetation retention, replacement and enhancement.

The Public Facilities and Services Element of the County General Plan (2014) provide the following relevant policy for consideration in association with the proposed project:

Policy 3.23: The visual affects of telephone transmission lines and high voltage utility transmission lines shall be mitigated wherever feasible so that they are inconspicuous from Scenic Highways and viewsheds.

5.3 Nevada County Code

Zoning Districts, of the Nevada County Code, provides regulations to classify, restrict, and regulate the uses of land and structures; to regulate and restrict the height and bulk of structures; and to regulate the area of yards, courts, and other open spaces around structures. The Centennial Industrial Site is zoned Light Industrial (M1) and the Brunswick Industrial Site is zoned Light Industrial (M1) with Site Performance Combining District (SP). The project must comply with the regulations related to these zoning districts.

Article 4, Comprehensive Site Development Standards, Section L-II, of the Nevada County Code includes regulations to guide the design, location, and development of new land uses and the alteration of existing uses. The standards of this section are consistent with and supplement those standards found in Article 2 for each zone district and Article 3 for specific land uses. They assist in furthering numerous County General Plan goals, objectives, and policies that provide for the preservation and enhancement of Nevada County's rural quality and small town character. They also assist in furthering County General Plan

provisions for maintaining the County's high quality natural landscape and scenic resources, as well as protecting existing historic resources.

5.4 California Building Code

The California Building Code (Title 24 of the California Code of Regulations [CCR], Part 2 [24 CCR 2]) contains various building standards derived and adapted from the International Building Code, authorized by the California Legislature, that address California building issues. The California Building Code includes standards for outdoor lighting to improve energy efficiency, minimize light pollution and nighttime glare, and provide design solutions to shield and control outdoor lighting fixtures.

6. SIGNIFICANCE CRITERIA

Consistent with the County Environmental Checklist and Appendix G of the CEQA Guidelines, the project would have a significant impact if it would:

a) have a substantial adverse effect on a scenic vista;
b) substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
c) in nonurbanized areas, substantially degrade the existing visual character or quality of public views (i.e., views experienced from publicly accessible vantage points) of the site and its surroundings; or
d) create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

This report addresses potential impacts associated with criteria a through d, above. To address potential impacts associated with criteria a through c, the analysis herein uses representative viewpoints and photographic simulations to document anticipated changes in the aesthetic and visual character of the site as viewed from off-site locations. See Section 3, "Methodology," for details on the methodology for visual assessment, selection and locations of representative viewpoints, and the simulation scenarios. Potential impacts associated with these criteria are evaluated in the following section.

7. PROJECT IMPACTS AND MITIGATION MEASURES

The sections below address potential impacts associated with each of the criteria listed in Section 3, "Methodology," based on Appendix G of the CEQA Guidelines. Figures 10–17, show existing conditions compared to simulations of the project at buildout and reclamation of the engineered fill slopes from Viewpoints 1–8, respectively. Section 3.3, "Photographic Simulations," provides details on how these simulations were created.

a) Potential to result in a substantial adverse effect on a scenic vista. *(Less than Significant)*

The term "vista" generally implies an expansive view, usually from an elevated point or open area. A "scenic vista" is a view that possesses visual and aesthetic qualities of high value to the community. Scenic vistas can provide views of natural features or significant structures and buildings. SR 20-49 is a state scenic highway. Viewpoints 1 and 2 (see Figure 5 for photographs of these viewpoints) provide existing views near SR 20-49. Viewpoint 2 is the most representative view for drivers from SR 20-49. As described in Section 4.3.1, "State Route 20-49," to the west foreground views are of the rooftops of industrial buildings, including storage buildings and a collision repair shop. Middleground views include a lumber company with a parking lot in front, perched on a leveled hill. Background views consist of tree-covered hills. At the

time of implementation of the proposed project, as described in Section 4.1.2, "Centennial Industrial Site," the site remediation efforts will have been completed, and the current vegetation on the majority of the site will have been removed, leaving an elevated area where the consolidated soil will be collected (see Figures 8 and 9.)As shown in the simulations for Viewpoints 1 and 2 in Figures 10 and 11, the engineered fill would be briefly visible from SR 20-49, mainly for passengers in vehicles heading northeast, and less visible from views closer to level with the highway. The project features would be similar in character to the industrial features in the existing foreground and middleground views, and the trees on-site will have already been removed as part of a separate project. The addition of the building pad would be a noticeable change; however, views would be brief and broken up by foreground trees within an area already surrounded by industrial uses. In addition, the changes on-site would comply with the site's zoning for industrial use, and the purpose of the building pad would be to accommodate future industrial use; thus, potential future uses may require visibility from the surrounding area, making planting tall trees on this new surface incompatible with the future use. For these reasons, the potential for the project to result in a substantial adverse effect on a scenic vista would be less than significant.

Mitigation Measure(s): None required.

b) Potential for substantial damage to scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. *(Less than Significant)*

SR 20-49 is a state scenic highway with a view of the Centennial Industrial Site. As evaluated in the previous threshold analysis, because views would be brief, disturbed (including removal of trees and vegetation) by the clean-up effort (see Figures 8 and 9.) and broken up by foreground trees within an area already surrounded by industrial uses, the changes on-site would comply with the site's zoning for industrial use, the purpose of the building pad would be to accommodate future industrial use, and potential future uses may require visibility from the surrounding area (making planting tall trees on this new surface incompatible with the future use), the potential for substantial damage to scenic resources within a state scenic highway would be less than significant.

Mitigation Measure(s): None required.

c) Potential to substantially degrade the existing visual character or quality of public views (i.e., views experienced from publicly accessible vantage points) of the site and its surroundings. *(Less than Significant)*

Most views of the site are blocked by the hilly topography and dense vegetation in the area; however, the project site is visible to the public from portions of some local roadways. As discussed previously, the visual character of both the Brunswick and Centennial Industrial Sites is both industrial and open space. The Brunswick Industrial Site is industrial in the areas closest to Brunswick Road with the surrounding areas of the site remaining relatively undisturbed, densely vegetated, open space typical of the surrounding area. With the completion of the remediation project planned in coordination with DTSC, the Centennial Industrial Site will be largely unvegetated, excluding the vegetation that will remain adjacent to Wolf Creek.

Effects of the Proposed Project on Site Character

The effects of the project on the visual character of the site are discussed below. Specific views of these portions of the site are evaluated in the following sections.

Brunswick Industrial Site

The project features on the Brunswick Industrial Site (e.g., buildings, parking lot, engineered fill pad) would be consistent with the existing industrial and disturbed character of the site when viewed from public viewpoints located east and northeast of the site. Viewpoints 6, 7, and 8 provide project simulations of these views. As provided in the landscape plan submitted with the project application, additional trees are planned to be planted along Brunswick Road, which would eventually hide views of the buildings. The project features on the Brunswick Industrial Site would increase the existing industrial character of the site where the buildings would be added and the trees would be removed for the fill pad. These features would be sporadically visible by drivers on Brunswick Road, driving approximately 50 mph, which means that viewing times would be short. The increase in industrial character would be reduced over time by the growth of the added vegetation between the road and the project features. Therefore, considering the lack of clear views and short duration of views, the existing industrial character of the site, and the existing industrial zoning of the site, the project's effects on the site's visual character would be less than significant.

Centennial Industrial Site

As evaluated in analysis for threshold a, previously, the project features on the Centennial Industrial Site (e.g., engineered fill pad) would be consistent with the existing industrial and disturbed character of the site when viewed from public viewpoints located northwest, north, and northeast of the site. The fill pad would be visible by drivers on SR 20-49, Idaho Maryland Road, Spring Hill Drive, and Centennial Drive/Whispering Pines Lane (as shown in Viewpoints 1–4 of Figures 10-13, respectively). Foreground trees would remain that would break up views of the fill pad. Because views would be within an area already surrounded by industrial uses, the site is zoned for industrial use, the purpose of the building pad would be to accommodate future industrial use, and potential future uses are likely to require visibility from the surrounding area (making planting tall trees on this new surface incompatible with the future use), this impact would be less than significant.

Potable Water Pipeline near East Bennett Road

As described previously in Section 2.1, "Overview," of the project summer, an approximately 1¼-mile-long by 2 feet-wide stretch of East Bennett Road would be temporarily disturbed to bury the potable water pipeline. Installation of the buried potable water pipeline would generally involve trenching, pipe placement, backfill, and cover replacement. The backfilled trench within the East Bennett Road right-of-way would then be paved consistent with County guidelines. This impact would be temporary, and views would return to existing conditions within 12 months. Therefore, impacts to the existing visual character of East Bennett Road related to the potable water pipeline activities visible from public areas would be less than significant.

Effects of the Proposed Project on the Quality of Public Views

The effects of the proposed project on the quality of public views (i.e., views experienced from publicly accessible vantage points) of the site and its surroundings is evaluated below by each representative viewpoint. Although these viewpoints are considered representative for this evaluation, the majority of roadways in the area do not have direct views of the site due to intervening features. Sheet 2 provides a graphic representation of how the topography and vegetation in the project area aligns with the project features on the Brunswick Industrial Site. Figures 10–17 show photographs of existing conditions compared to simulations of proposed conditions for Viewpoints 1–8, respectively.

Viewpoints 1 and 2: Sierra Nevada Memorial Hospital Parking Lot, Looking Southeast and Parking Lot below SR 20-49, Looking Southeast

The Centennial Industrial Site is visible from SR 20-49 and a few locations near SR 20-49. Viewpoint 1 is a view from the Sierra Nevada Memorial Hospital parking lot above SR 20-49, looking southeast. Viewpoint 2 is a view from a parking lot just below SR 20-49, looking southeast. (Figure 4 shows viewpoint locations and Figures 10 and 11 show simulations of proposed conditions for these viewpoints.) Section 4.3.1 provides a detailed description of the existing setting for this area. Section b, above, provides an evaluation of potential impacts to views from Viewpoints 1 and 2. As concluded in Section b, because views would be brief and broken up by foreground trees within an area already surrounded by industrial uses, the site is zoned for industrial use, the purpose of the building pad would be to accommodate future industrial use, and potential future uses are likely to require visibility from the surrounding area (making planting tall trees on this new surface incompatible with the future use), the project's impact on the quality of public views from Viewpoints 1 and 2 would be less than significant.

Viewpoint 3: Halfway up Spring Hill Drive, Looking South

The Centennial Industrial Site is visible from the Spring Hill Drive. Viewpoint 3, halfway up Spring Hill Drive, looking south, is representative of views toward the project site from this area. (Figure 4 shows viewpoint locations and Figure 12 shows simulations of proposed conditions for this viewpoint.) Section 4.3.6 provides a detailed description of the setting for this view. As shown in the photographic simulation, the engineered fill pad would be visible behind trees in the foreground. The foreground trees surrounding Wolf Creek would prevent clear, unbroken views of the pad. The fill pad would also be consistent with the graded building pads and industrial character of the surrounding area. Therefore, the visual impact to views from Spring Hill Drive associated with the Centennial Industrial Site would be less than significant.

Viewpoint 4: Centennial Drive, Looking South

The Centennial Industrial Site is visible from Centennial Drive and Whispering Pines Lane, looking west, southwest, and south. Viewpoint 4, on Centennial Drive looking southwest, is representative of views toward the project site from this area. (Figure 4 shows viewpoint locations and Figure 13 shows simulations of proposed conditions for this viewpoint.) Section 4.3.7 provides a detailed description of the setting for this view. Views would change on the south and west side of the road from views of a generally level open area that includes an elevated dirt area to views of a larger, leveled elevated fill pad with a grassy slope. The quality of this view could be considered similar or reduced; however, the fill pad would be consistent with the graded building pads and industrial character of the surrounding area. Therefore, the visual impact to views from Centennial Drive associated with the Centennial Industrial Site would be less than significant.

Viewpoint 5: New Brunswick Court, Looking South

Figure 14 provides a photograph of views from Viewpoint 5, which offers no view of project activities given the foreground obstructions (trees). This viewpoint is representative of typical views in the area given the tall, dense trees and hilly topography. No impact to views from New Brunswick Court associated with the Brunswick Industrial Site would occur.

Viewpoint 6: Corner of Brunswick Road and East Bennett Road, Looking South

The Brunswick Industrial Site is visible from the corner of Brunswick Road and East Bennett Road, looking south, specifically, when stopped at the four-way intersection heading southeast on Brunswick Road or heading east on East Bennett Road. Viewpoint 6 is representative of views toward the project site from this area. (Figure 4 shows viewpoint locations and Figure 15(a & b) shows simulations of proposed conditions for this viewpoint.) Sections 4.3.2 and 4.3.3 provide a detailed description of the setting for this view. Views would change from a view between the trees of the approximately 85-foot-tall silo from past mining activities surrounded by trees to a view of an approximately 165-foot-tall headframe connected to a covered conveyor. The remaining elements of the project, such as the fill pad, would not be visible. Trees would be added to the foreground and would eventually block views of the site. The quality of this view could be considered reduced because of the increase in built features, until the trees block views. Overall, the change in the quality of the view, in consideration of the existing disturbance, the minimal expanse of the view between the gap in trees, the visual impact to views from the corner of Brunswick Road and East Bennett Road associated with the Brunswick Industrial Site would be less than significant.

Viewpoint 7: Brunswick Road (North), Looking West

The Brunswick Industrial Site is visible from gaps in the trees along Brunswick Road, looking west. Viewpoint 7 is representative of views toward the northern half of the Brunswick Industrial Site from Brunswick Road. (Figure 4 shows viewpoint locations and Figure 16(a & b) shows simulations of proposed conditions for this viewpoint.) Section 4.3.2 provides a detailed description of the setting for this view. Views would change from a view between the trees of the tree-covered hillside at the far west side of the site to the back of the process plant building, which would be approximately 65 feet tall. Trees would be added to the foreground and would eventually block views of the site. This view would be viewed by drivers very briefly considering the size of the gap in the trees and the approximately 50 mph speeds on Brunswick Road. The quality of this view would be reduced because of the increase in built features; however, considering the size of the gap in the trees, short duration of the view, moderate overall viewer sensitivity (i.e., drivers typically commuting as opposed to hikers or sightseers) (see Section 4.3.2), and the reduction of views as the vegetation grows, the visual impact to views from this portion of Brunswick Road associated with the Brunswick Industrial Site would be less than significant.

Viewpoint 8: Brunswick Road (South), Looking West

The Brunswick Industrial Site is visible from gaps in the trees along Brunswick Road, looking west. Viewpoint 8 is representative of views toward the southern half of the Brunswick Industrial Site from Brunswick Road. (Figure 4 shows viewpoint locations and Figure 17(a&b) shows simulations of proposed conditions for this viewpoint.) Section 4.3.2 provides a detailed description of the setting for this view. As described previously in Section 4.1, the paved areas of the Brunswick Industrial Site are currently leased to a company that stores vehicles and equipment on-site, which are visible from Brunswick Road. The vehicles and equipment would be replaced by a landscaped entranceway with a chain-link fence and security post and gate in the foreground, an entrance roadway and trees in the middleground, and a fill pad with grassy slopes in the background. The fill pad would be approximately 50 to 60 feet tall. Over time the pad would become less visible as the planted trees reach their full heights, which would range from 40 to 80 feet tall, depending on the species. This view would be viewed briefly by drivers, considering the size of the entranceway and the approximately 50 mph speeds on Brunswick Road. The quality of this view would likely improve slightly with the landscaping in the foreground the middleground but would also be temporarily reduced by the fill pad in the

background, until the trees grow enough to hide views of the pad. Considering the existing industrial activities on-site, the short duration of the view, moderate overall viewer sensitivity (i.e., drivers typically commuting as opposed to hikers or sightseers) (see Section 4.3.2), and the eventual reduction of views as the vegetation grows, the visual impact to views from this portion of Brunswick Road associated with the Brunswick Industrial Site would be less than significant.

d) Potential to create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. *(Less than Significant)*

Potential for Project Lighting to Adversely Affect Views

Two lighting components of the proposed project have the potential to adversely affect views, as described below.

Brunswick Industrial Site

Vehicles would be entering and exiting the site mostly during daytime hours, considering shift changes at 7:00 a.m., 3:30 p.m., and 7:00 p.m., but hauling of materials off-site would occur until 10:00 p.m., which would add lighting from headlights. Cars currently drive on the surrounding roads during nondaylight hours. As described in Section 2.3, indoor lighting would be required for all buildings, but would not likely be visible off-site. Placement, grading, and compaction of engineered fill at Brunswick Industrial Site would not occur during nondaylight hours. The buildings would be painted with nonreflective, nonmetallic paint, which would not cause glare. The outside area would have lighting for safety and security, and all lighting would comply with County Development Code Design Guidelines, County Code, and currently adopted California Building Code requirements, which require the use of certain types of light fixtures on nonresidential properties to minimize the amount of light cast on adjoining properties and to the night sky. This lighting is not expected to substantially affect the surrounding area, especially considering that the site sits at a lower elevation than the surrounding area. No lighting or reflective surfaces would be added related to reclamation of the Brunswick Industrial Site, and reclamation activities would not occur at night. Considering the site and surrounding area are shielded by tall trees, the site sits at a lower elevation than the surrounding area, lighting fixtures are regulated to protect the surrounding area and night sky, and vehicles currently drive day and night on the surrounding roads, the potential for the project on the Brunswick Industrial Site to create a new source of substantial light or glare that would adversely affect day or nighttime views in the area would be less than significant.

Centennial Industrial Site

All work at the Centennial Industrial Site would be done between 6:00 am and 10:00 pm. Hauling and dumping of engineered fill at the Centennial Industrial Site would occur between 6:00 am – 10:00 pm. Placement, compaction, and grading of the engineered fill would occur between 7:00 am – 3:30 pm. Lighting during nighttime hauling and dumping of engineered fill would be limited to haul truck headlights. Onsite mobile equipment would not include the addition of substantial reflective surface that would affect the surrounding area. Therefore, the potential for the project to create a new source of substantial light or glare on the Centennial Industrial Site that would adversely affect day or nighttime views in the area would be less than significant.

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REFERENCES AND RESOURCES

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FIGURES

SOURCES: ESRI World Shaded Relief accessed May 2019, ESRI World Topographic Map accessed May 2019; ESRI World Streetmap, 2009; compiled by Benchmark Resources in 2019

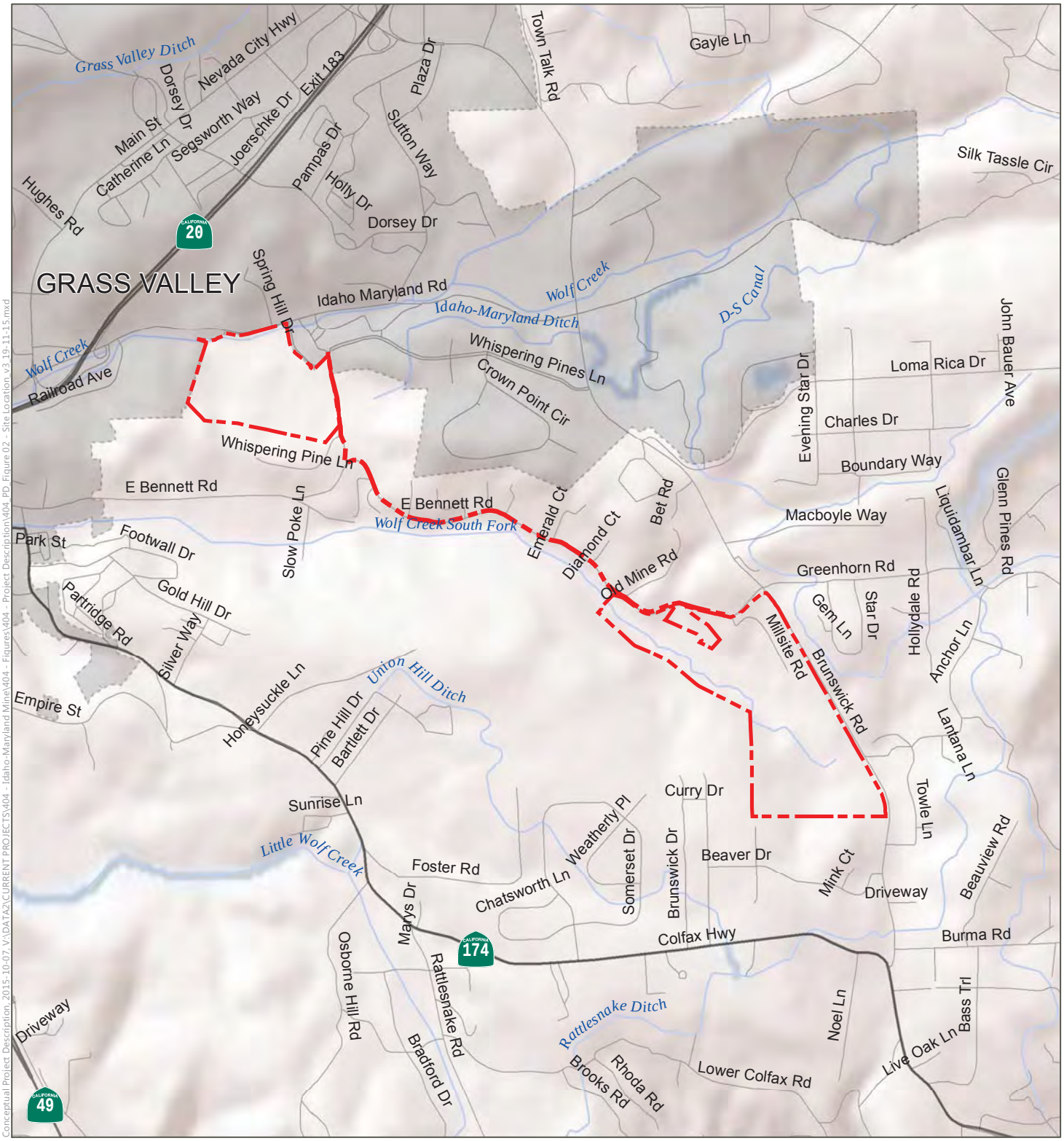
Project Location
City Boundary
County Boundary
Interstate Highway
State Route

BENCHMARK RESOURCES

N

0 2.5 5 10 Miles

Regional Location
IDAHO-MARYLAND MINE
AESTHETICS TECHNICAL STUDY
Figure 1



Conceptual Project Description, 2015-10-07, V:\DATA2\CURRENT PROJECTS\404 - Idaho-Maryland Mine\404 - Figures\404 - Project Description\404 PD Figure 02 - Site Location v3 19-11-15.mxd

SOURCES: ESRI World Shaded Relief accessed May 2019, ESRI World Topographic Map accessed May 2019; ESRI World Streetmap, 2009; City Boundary–Nevada County Open Data - GIS Division, accessed November 2019; adapted by Benchmark Resources in 2019

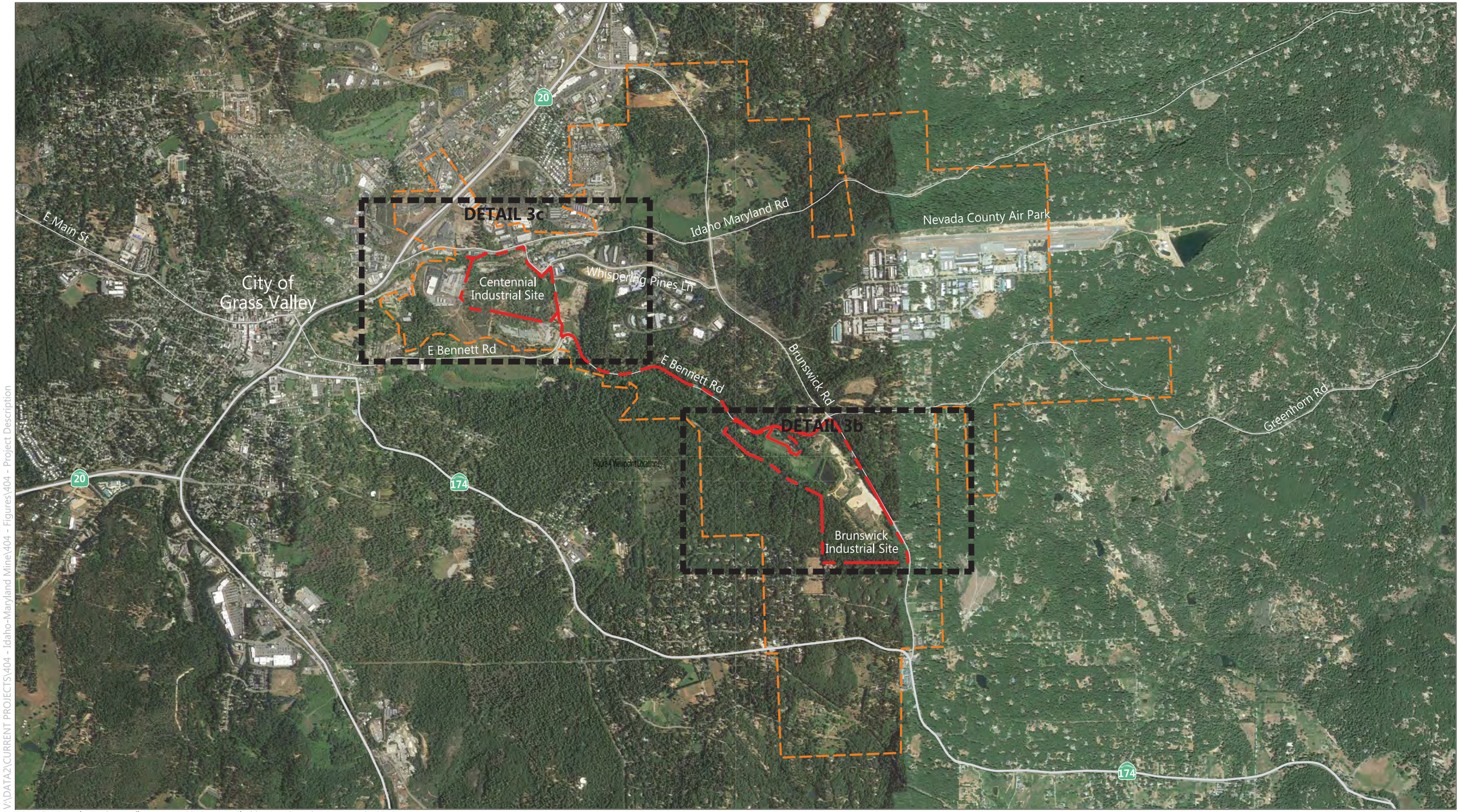
Project Boundary
City Boundary
State Route
Street
Waterway

BENCHMARK RESOURCES

N

0 1,000 2,000 4,000 Feet

Site Location
IDAHO-MARYLAND MINE
AESTHETICS TECHNICAL STUDY
Figure 2



V:\DATA2\CURRENT PROJECTS\404 - Idaho-Maryland Mine\404 - Figures\

SOURCE: Google Earth Pro (flown 5-17-2018); compiled by Benchmark Resources in 2019

NOTES:
1. New underground workings will not extend within 500 feet of the surface, except at access points on-site.
2. See Figure 3b and Figure 3c for detail maps shown.

Project Boundary

Underground Mineral Rights Boundary

State Route

Street

BENCHMARK RESOURCES

N

0 400 2,000 1,600 Feet

Existing Conditions Aerial Photograph
IDAHO-MARYLAND MINE
AESTHETICS TECHNICAL STUDY
Figure 3a

V:\DATA2\CURRENT PROJECTS\404 - Idaho-Maryland Mine\404 - Figures\404 - Project Description

SOURCE: AERIAL–Google Earth Pro (flown 5-17-2018); compiled by Benchmark Resources in 2019

NOTES:

1. See Figure 3a for detail location.

Project Boundary

Buried Culvert

Waterway

BENCHMARK RESOURCES

N

0 200 400 800 Feet

Existing Site Conditions: Brunswick Industrial Site

IDAHO-MARYLAND MINE

AESTHETICS TECHNICAL STUDY

Figure 3b

V:\DATA2\CURRENT PROJECTS\404 - Idaho-Maryland Mine\404 - Figures\404 - Project Description

SOURCE: Google Earth Pro (flown 5-17-2018); compiled by Benchmark Resources in 2019

NOTES:

1. See Figure 3a for detail location.

Project Boundary

Waterway

BENCHMARK RESOURCES

N

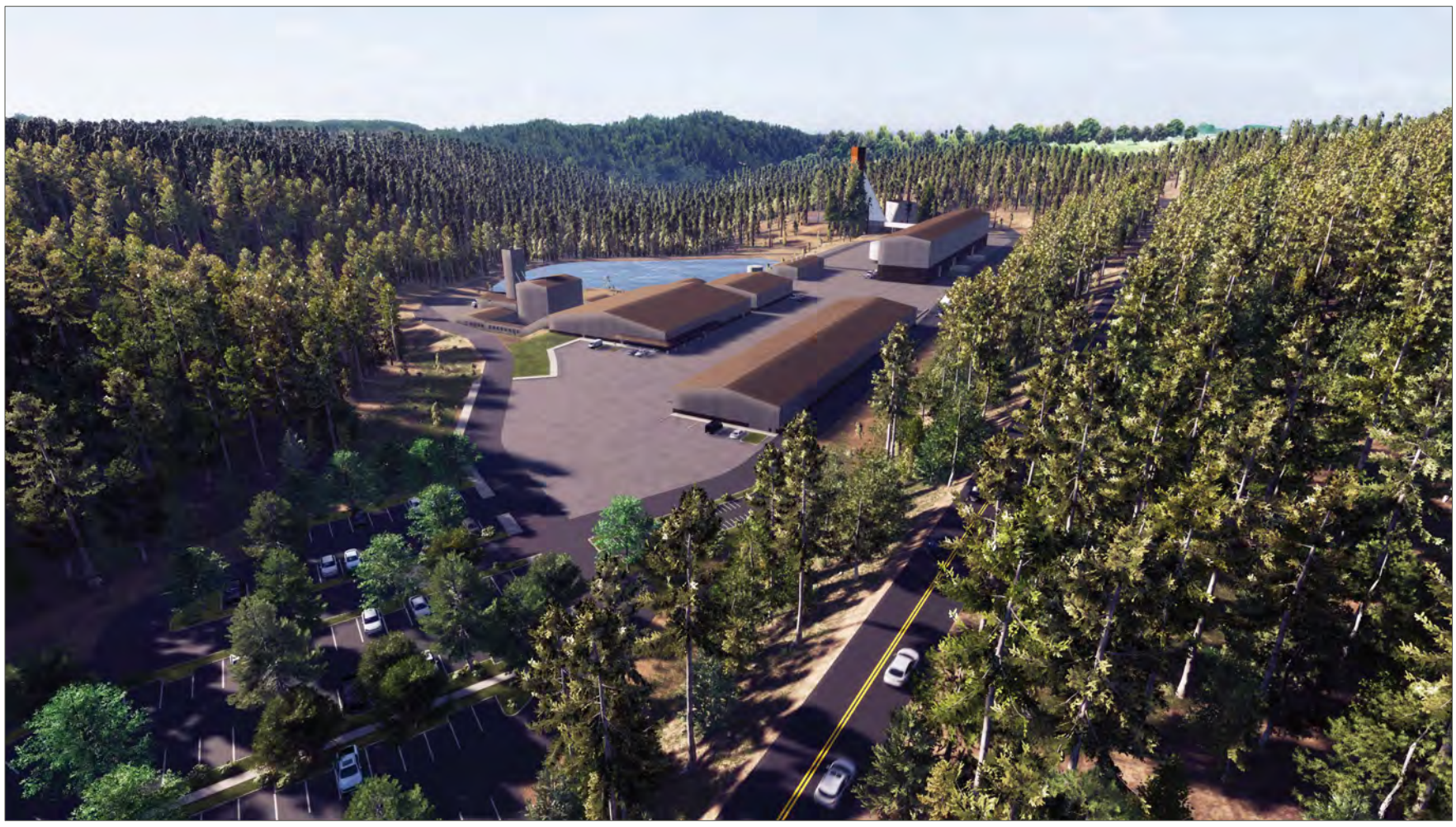
0 200 400 800 Feet

Existing Site Conditions: Centennial Industrial Site

IDAHO-MARYLAND MINE

AESTHETICS TECHNICAL STUDY

Figure 3c

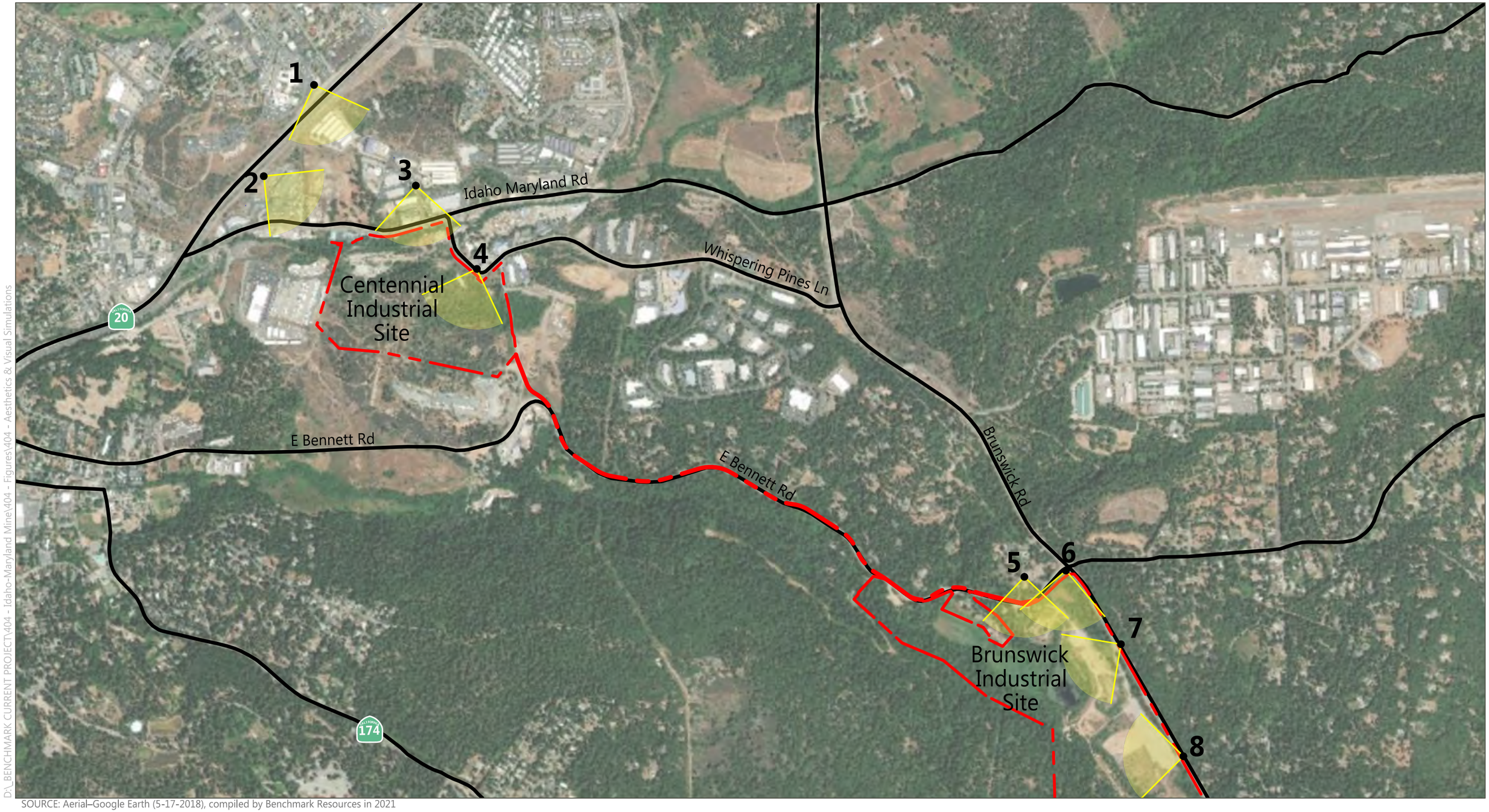


Viewpoint 1: View of Brunswick Industrial Site

Viewpoint 2: Brunswick Industrial Site

Viewpoint 3: Brunswick Industrial Site

Viewpoint 4: Brunswick Industrial Site



D:_BENCHMARK CURRENT PROJECTS\404 - Idaho-Maryland Mine\404 - Figures\404 - Aesthetics & Visual Simulations

SOURCE: Aerial–Google Earth (5-17-2018), compiled by Benchmark Resources in 2021

Site Boundary

Road

1 Viewpoint Location, Number, and Direction

BENCHMARK RESOURCES

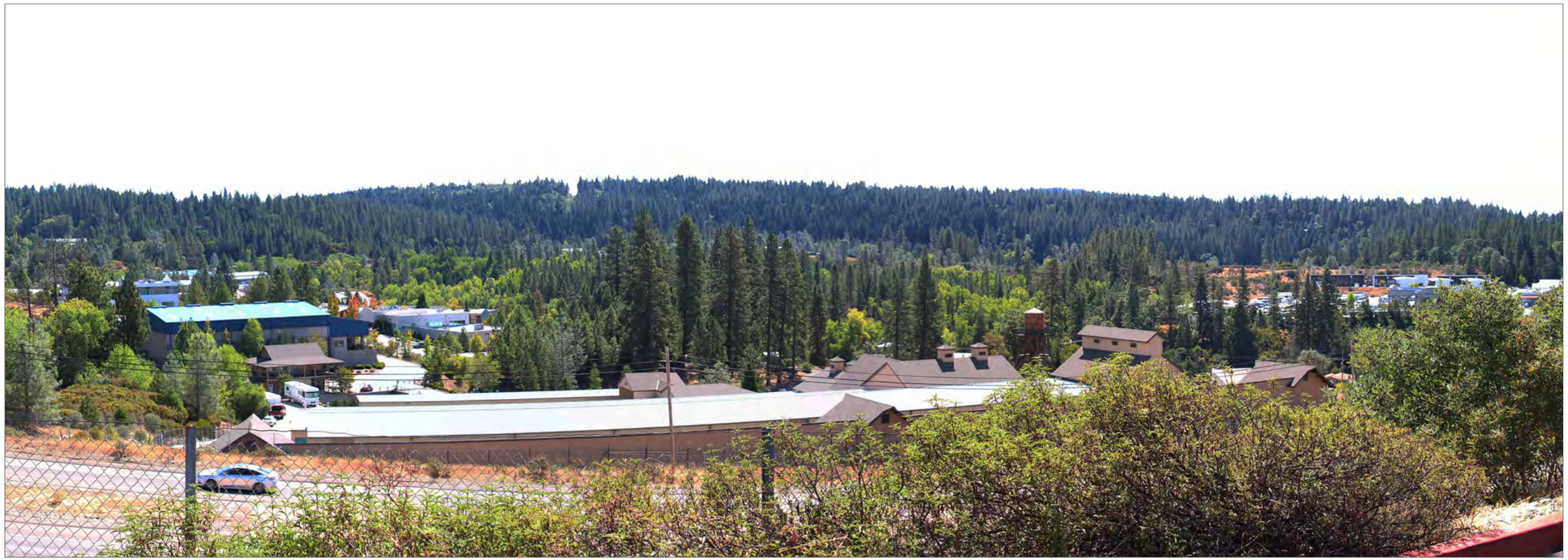
N

0 500 1,000 2,000 Feet

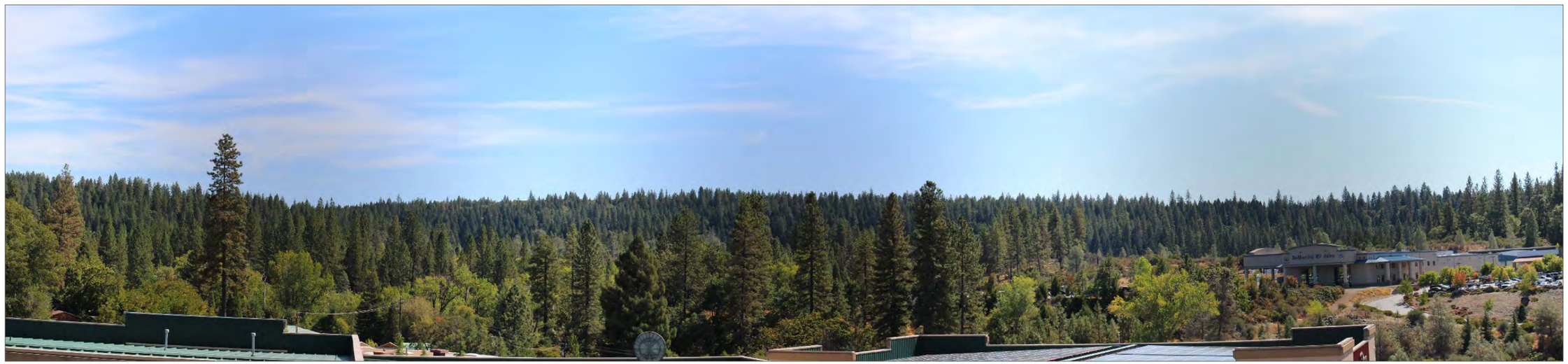
Viewpoint Locations and Direction

IDAHO-MARYLAND MINE AESTHETICS TECHNICAL STUDY

Figure 5



Viewpoint 1: Sierra Nevada Memorial Hospital Parking Lot, looking southeast



Viewpoint 2: Upper parking lot next to State Route 20-49, looking southeast

Note: See Figure 4 for viewpoint locations.

BENCHMARK RESOURCES

Viewpoint Photographs
IDAHO-MARYLAND MINE AESTHETICS TECHNICAL STUDY
Figure 6

Viewpoint 3: Halfway up Spring Hill Drive, looking south

Viewpoint 4: Centennial Drive, looking south

Note: See Figure 4 for viewpoint locations.

BENCHMARK RESOURCES

Viewpoint Photographs
IDAHO-MARYLAND MINE AESTHETICS TECHNICAL STUDY
Figure 6

Viewpoint 5: New Brunswick Court, looking south

Note: See Figure 4 for viewpoint locations.

BENCHMARK RESOURCES

Viewpoint Photographs
IDAHO-MARYLAND MINE AESTHETICS TECHNICAL STUDY
Figure 6

Viewpoint 6: Corner of Brunswick Road and East Bennett Road, looking south

Note: See Figure 4 for viewpoint locations.

BENCHMARK RESOURCES

Viewpoint Photographs
IDAHO-MARYLAND MINE AESTHETICS TECHNICAL STUDY
Figure 6

Viewpoint 7: Brunswick Road (north), looking west

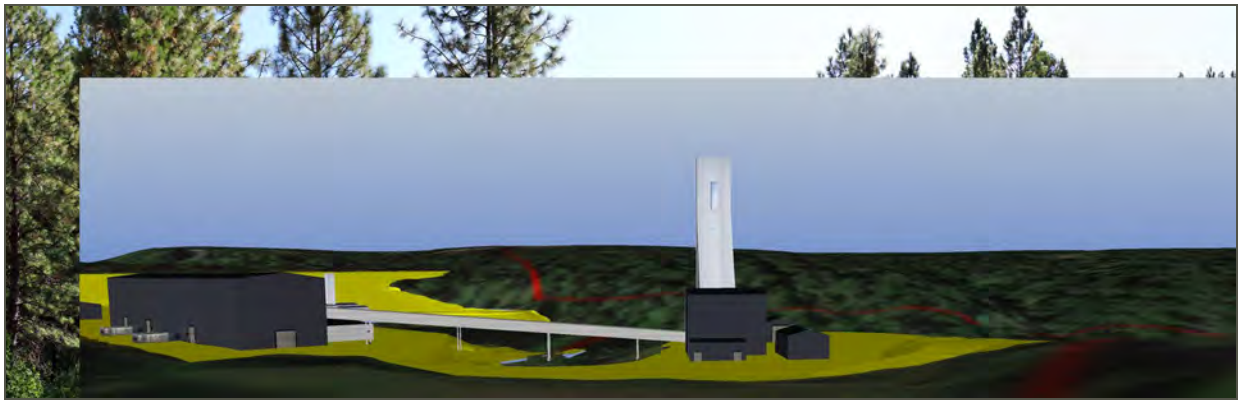
Viewpoint 8: Brunswick Road (south), looking west

Note: See Figure 4 for viewpoint locations.

BENCHMARK RESOURCES

Viewpoint Photographs
IDAHO-MARYLAND MINE AESTHETICS TECHNICAL STUDY
Figure 6

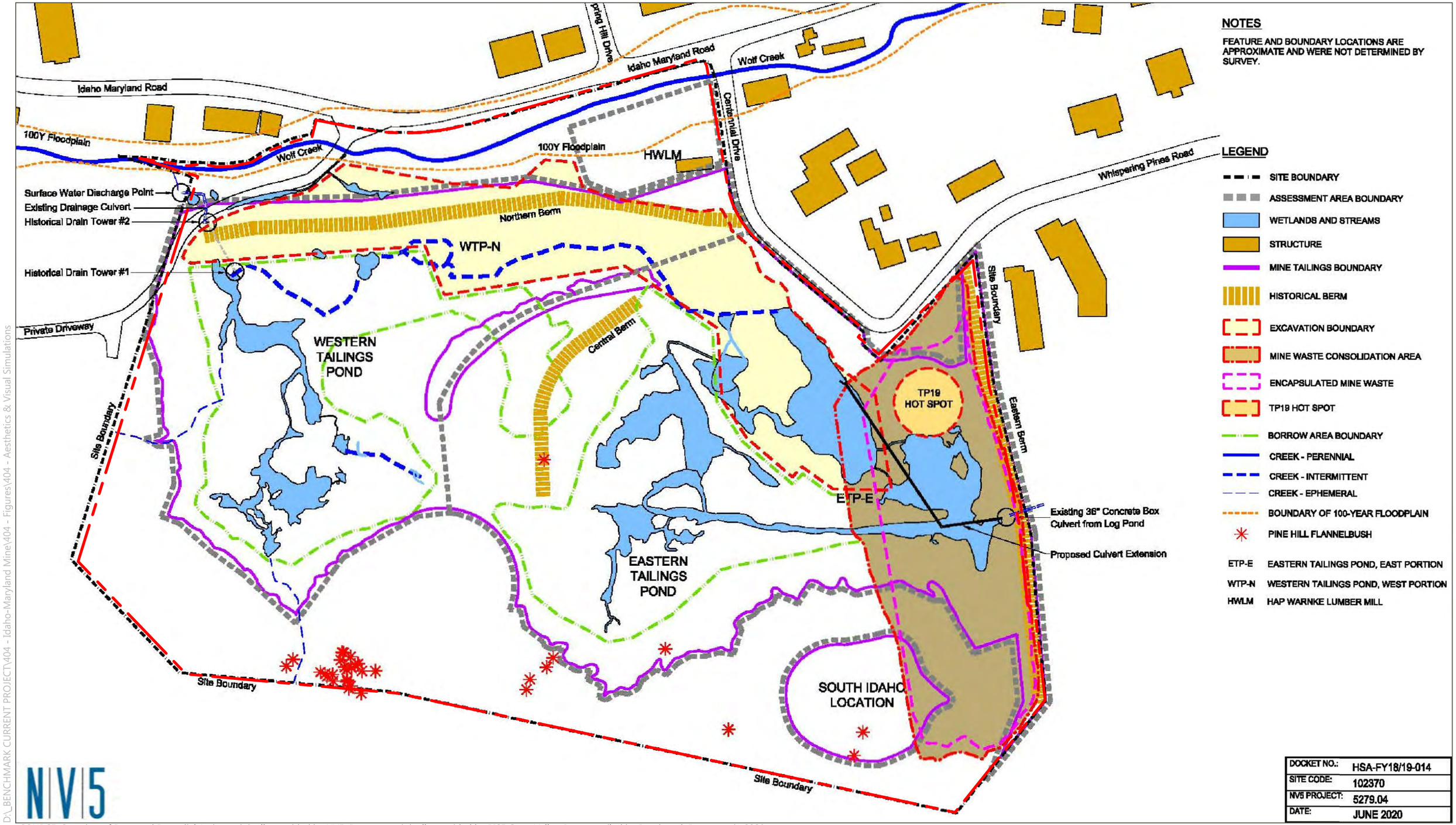
Step 1: A panoramic photograph is taken from a representative viewpoint.



Step 2: An image of the scaled digital model is taken from the same perspective as the photograph and aligned to the photograph for scale and reference.

Step 3: The reference model is isolated to emphasize grading and construction changes.

Step 4: The model is textured in the photograph to represent future views of the site.



SOURCE: Overview of Proposed Remedial Action–originally provided by NV5; Basemap–originally provided by RISE Grass Valley, Inc., compiled by Benchmark Resources in 2020

BENCHMARK RESOURCES

N 0 100 200 400 Feet

Overview of DTSC Centennial Clean-up

IDAHO-MARYLAND MINE AESTHETICS TECHNICAL STUDY

Figure 8

VIEWPOINT 1: SIERRA NEVADA MEMORIAL HOSPITAL PARKING LOT, LOOKING SOUTHEAST

DTSC Clean-up Simulated Conditions

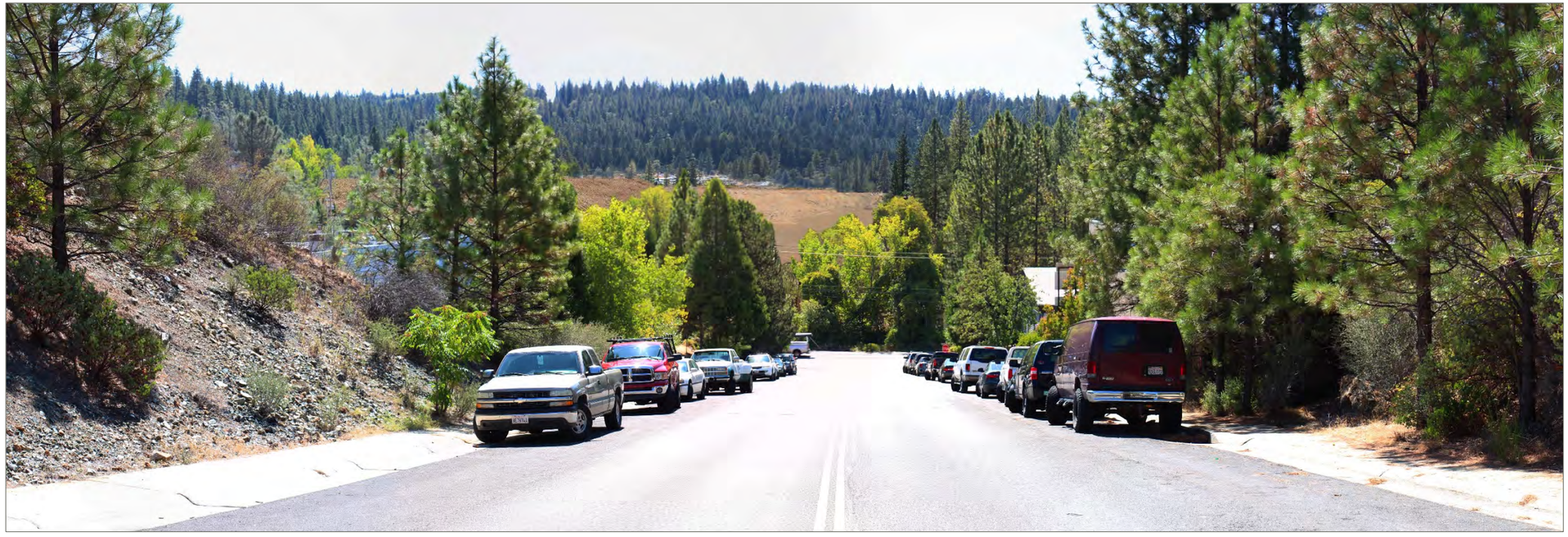
VIEWPOINT 2: UPPER PARKING LOT NEXT TO STATE ROUTE 20-49, LOOKING SOUTHEAST

DTSC Clean-up Simulated Conditions

BENCHMARK RESOURCES

Viewpoint 1 & 2 DTSC Clean-Up Simulation
IDAHO-MARYLAND MINE AESTHETICS TECHNICAL STUDY
Figure 9

VIEWPOINT 3: HALFWAY UP SPRING HILL DRIVE, LOOKING SOUTH



DTSC Clean-up Simulated Conditions

VIEWPOINT 4: CENTENNIAL DRIVE, LOOKING SOUTH

DTSC Clean-up Simulated Conditions

Viewpoint 3 & 4 DTSC Clean-Up Simulation
IDAHO-MARYLAND MINE AESTHETICS TECHNICAL STUDY
Figure 10

VIEWPOINT 1: SIERRA NEVADA MEMORIAL HOSPITAL PARKING LOT, LOOKING SOUTHEAST

Existing Conditions

Simulated Conditions

Viewpoint 1 Simulation
IDAHO-MARYLAND MINE AESTHETICS TECHNICAL STUDY
Figure 11

BENCHMARK RESOURCES

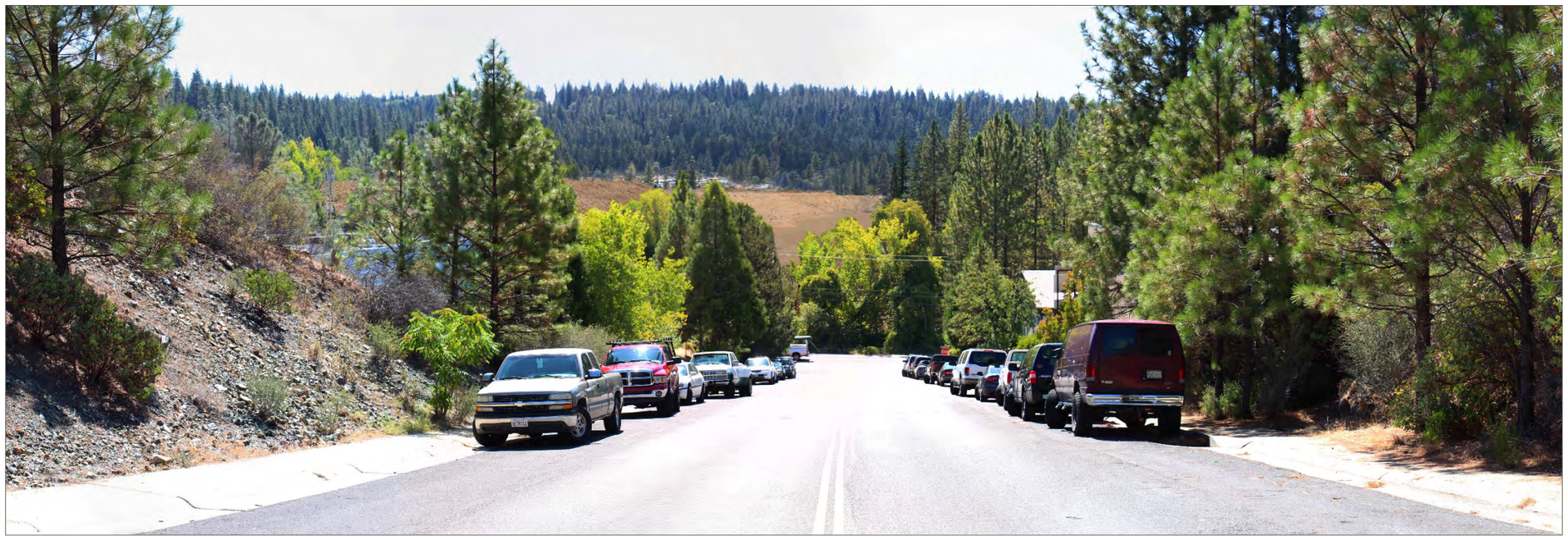
VIEWPOINT 2: UPPER PARKING LOT NEXT TO STATE ROUTE 20-49, LOOKING SOUTHEAST

Existing Conditions

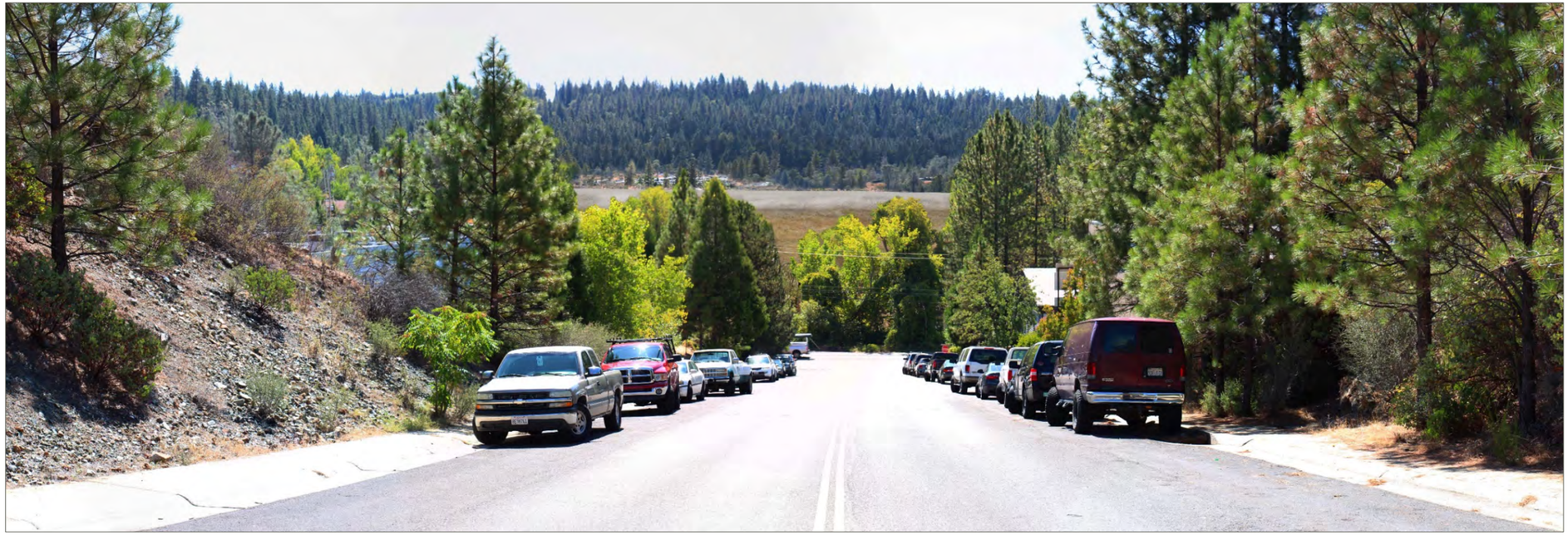
Simulated Conditions

Viewpoint 2 Simulation
IDAHO-MARYLAND MINE AESTHETICS TECHNICAL STUDY
Figure 12

VIEWPOINT 3: HALFWAY UP SPRING HILL DRIVE, LOOKING SOUTH



Existing Conditions



Simulated Conditions

Viewpoint 3 Simulation
IDAHO-MARYLAND MINE AESTHETICS TECHNICAL STUDY
Figure 13

VIEWPOINT 4: CENTENNIAL DRIVE, LOOKING SOUTH

Existing Conditions

Simulated Conditions

BENCHMARK RESOURCES

Viewpoint 4 Simulation
IDAHO-MARYLAND MINE AESTHETICS TECHNICAL STUDY
Figure 14

VIEWPOINT 5: NEW BRUNSWICK COURT LOOKING SOUTH

Existing Conditions

Simulated Conditions (No change)

Viewpoint 5 Simulation
IDAHO-MARYLAND MINE AESTHETICS TECHNICAL STUDY
Figure 15

BENCHMARK RESOURCES

VIEWPOINT 6: CORNER OF BRUNSWICK ROAD AND EAST BENNETT ROAD, LOOKING SOUTH

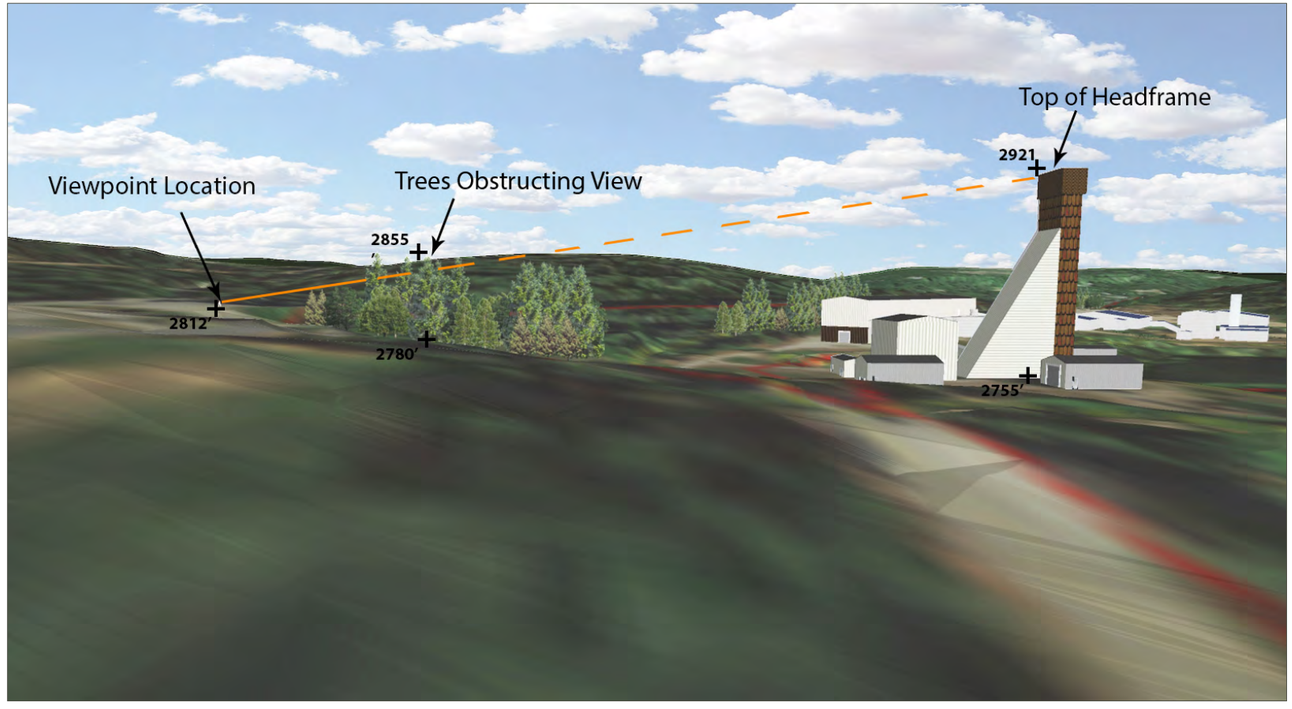
Existing Conditions

Simulated Conditions

BENCHMARK RESOURCES

Viewpoint 6 Simulation
IDAHO-MARYLAND MINE AESTHETICS TECHNICAL STUDY
Figure 16a

Simulated Conditions (Full Vegetation Growth)



Simulated Viewpoint Cross-Section

VIEWPOINT 7: BRUNSWICK ROAD (NORTH), LOOKING WEST

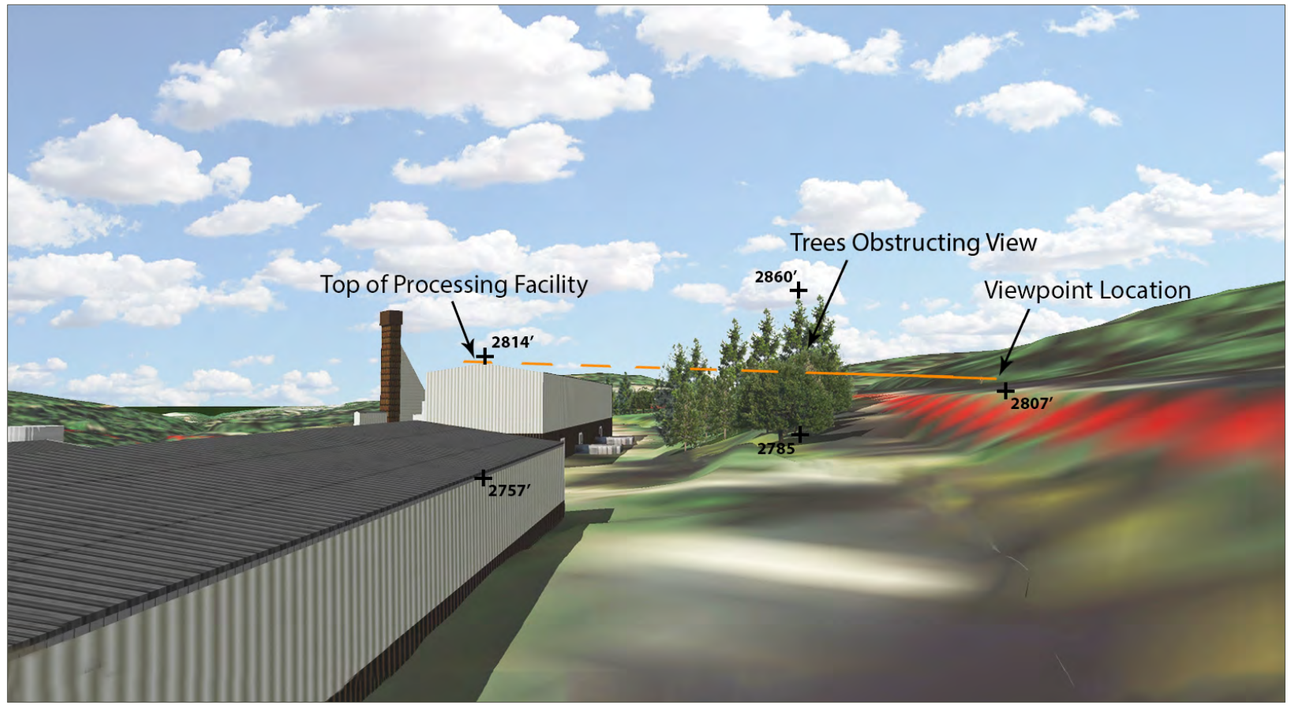
Existing Conditions

Simulated Conditions

BENCHMARK RESOURCES

Viewpoint 6 Simulation
IDAHO-MARYLAND MINE AESTHETICS TECHNICAL STUDY
Figure 17a

Simulated Conditions (Full Vegetation Growth)



Simulated Viewpoint Cross-Section

VIEWPOINT 8: BRUNSWICK ROAD (SOUTH), LOOKING WEST

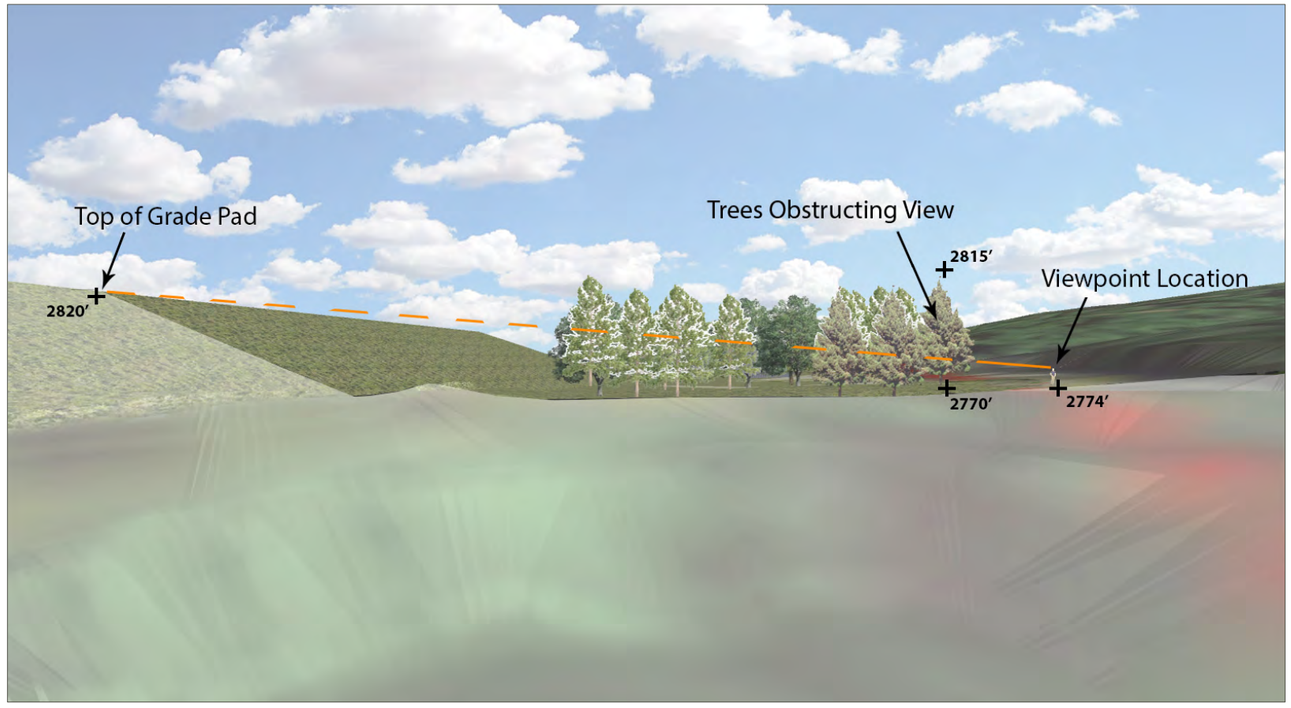
Existing Conditions

Simulated Conditions

Viewpoint 6 Simulation
IDAHO-MARYLAND MINE AESTHETICS TECHNICAL STUDY
Figure 18a

BENCHMARK RESOURCES

Simulated Conditions (Full Vegetation Growth)



Simulated Viewpoint Cross-Section

LEGEND

- Area of disturbance
- Engineered Fill
- Water Treatment Pond
- 1 Structure - Planned & ID number Remain onsite after mine closure
- 1 Structure - Planned & ID number Reclaimed and removed after mine closure
- Paved Road - Existing offsite
- Paved Road - Planned onsite
- Paved Parking and Sidewalks - Planned
- Paved Area - Planned
- Landscaping Area - Planned
- Viewpoint location and view direction
- Section Line
- Brunswick Industrial Site - Boundary
- Elevation Contour Line - 10 foot intervals
- Planned treated mine water discharge pipe
- Proposed NID potable water pipe extension
- Creek - Perennial
- Buried Culvert - Planned

1. South Fork Wolf Creek Discharge Point - Above ground pipe along existing road from Water Treatment Plant to discharge point.
2. Water Treatment Plant - Treatment of mine water to meet water quality objectives for discharge.
3. Water Treatment Pond - Discharge of groundwater from mine into existing pond with ~30 acre-feet working capacity for settlement of solids, aeration of mine water, and surge capacity.
4. Brunswick Shaft - Existing shaft utilized for hoisting rock from underground, secondary escape, and exhaust ventilation. New headframe & building. Use and enclosure of existing concrete silo. Barren rock loaded into trucks inside building.
5. Process Facility - Covered conveyor to transfer mineralized material from shaft silo into grinding section of process plant building. Production of gold concentrates. Sand tailings used as underground backfill or loaded into trucks as engineered fill.
6. Service Shaft & Headframe - New shaft to underground constructed by raising. Excavation to solid bedrock and installation of concrete collar. Service shaft is main entry to mine for personnel, materials, and fresh air ventilation intake.
7. Building Complex - New buildings for employee changerooms & offices. Warehouse with 8 bays for various uses, including supply storage, core logging, assaying, and equipment maintenance.
8. Engineered Fill - Transport of engineered fill from process plant, placement, grading, and compaction in lifts to create new area for future industrial use.
9. Storm Water Detention Pond - Storm water detention pond located at toe of engineered fill pile. Run-off from site and upslope areas directed to pond and then into South Fork Wolf Creek. Post project storm flows, including mine water discharge, mitigated to less than pre-project storm flows.
10. Brunswick Road Access - Use of existing access as primary entrance / exit to site. Controlled access by security fencing and gate.
11. East Bennett Road Access - Use of existing gated access for exit by trucks turning right. Controlled access by security fencing and gate.
12. Potable Water Extension - Extension of NID potable water pipeline to service East Bennett Road residential area.
13. Onsite septic field location for domestic water only.
14. Repair of southwest pond berm. Excavation and replacement.

6,838,000 E · 6,839,000 E · 6,840,000 E

2,207,000 N · 2,206,000 N · 2,205,000 N · 2,204,000 N · 2,203,000 N · 2,202,000 N · 2,201,000 N

Greenhorn Road · E. Bennett Road · Brunswick Road · Brunswick Industrial Site - Boundary · South Fork Wolf Creek · Water Treatment Pond · Beaver Drive

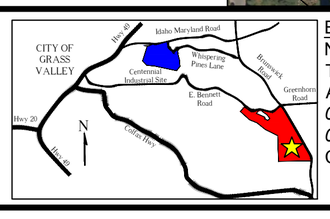
NOTES

Building Number	Building Name	Area (ft2)	Building Number	Building Name	Area (ft2)
1	Brunswick Headframe	2,600	16	Cement Silo	110
2	Brunswick Shaft Building	1,700	17	Water Treatment Plant	8,500
3	Brunswick Raise Building	280	18	Treated Water Tank	310
4	Brunswick Conveyor Building	420	19	Machinery Building	1,600
5	Brunswick Rock Truck Loading	1,700	20	Changeroom and Offices	24,600
6	Brunswick Electrical	800	21	Warehouse	28,900
7	Brunswick Mine Compressor	1,600	22	Service Shaft	2,700
8	Brunswick Hoist	2,800	22a	Service Headframe	300
9	Covered Conveyor	3,400	23	Security Building	2,400
10	Process Plant	29,200	24	Service Hoist	2,800
11	Process Plant Addition	7,300	25	Machinery Building	1,600
12	Clean Water Tank	530	26	Service Electrical	800
13	Process Water Tank	450	27	Breezeway	1,400
14	Tailings Thickener	2,400	28	Fuel Tank (30,000 gal)	600
15	Paste Filter Feed Tank	530	29	Generator Building	3,900

Domestic water source: Nevada Irrigation District
Industrial water source: Treated mine water
Sewage disposal by onsite septic system
Orphir Hill Fire Protection District
Electrical power from Pacific Gas and Electric Company

Asphalt surfacing on all roads and parking areas.
Surface run-off shown on grading and drainage plan drawings.
Exterior lighting shown on detail and lighting plan drawings.
Landscaping details shown on landscaping plan drawings.
Final grading topography based on:
Preliminary Grading Plan prepared by Nevada City Engineering Inc.

Idaho-Maryland Mine Project
Rise Grass Valley Inc.
PO Box 271
Grass Valley, California, USA 95945



Brunswick Industrial Site
Nevada County, SEC. 31, T.16N, R.9E., M.D.M
Total Area = 118.93 Acres
Assessor Parcel Numbers:
09-630-37, 09-630-39, 09-441-03, 09-441-04, 09-441-05, 09-441-34
Current Zoning M1-SP / Proposed Zoning M1-ME

N · W · E · S

SCALE 1"=200' · 500 ft

Lidar & Airphotos by Aero Geometrics with survey control by Nevada City Engineering.May 7th 2018. Grass Valley, CA: Horizontal Datum: NAD83 (2001), Vertical Datum: GEOID 12B, NAVD 88 Projection: California State Plane Zone 2, Combined Scale Factor: 0.9979891

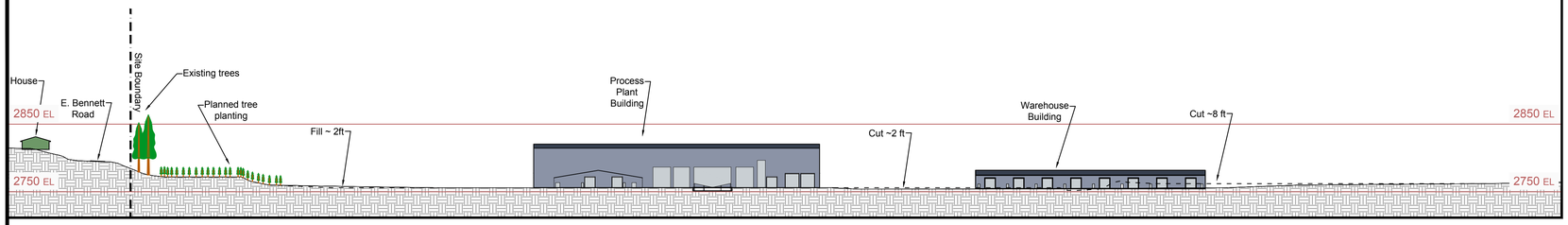
Aesthetics Technical Study

Sheet 1

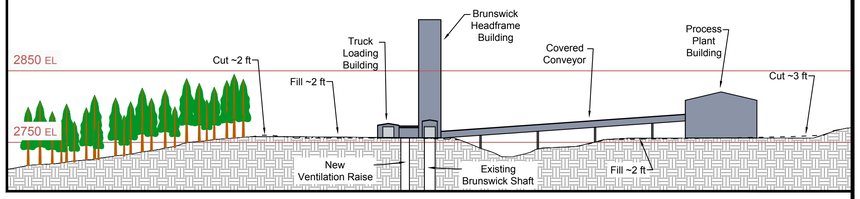
Brunswick Industrial Site Plan

Drawnby : Rise Grass Valley - Jan 22 / 20 · Scale : 1" = 200 feet

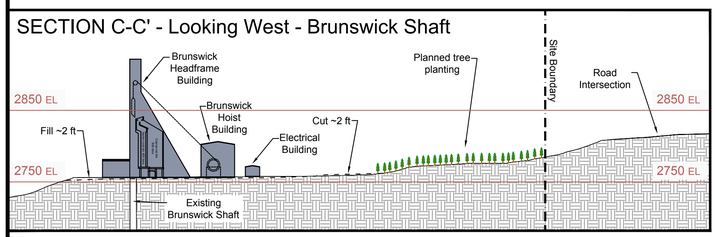
SECTION A-A' - Looking North East - Long section through Process Plant & Warehouse



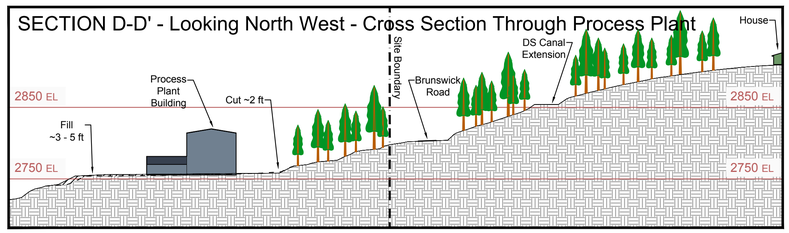
SECTION B-B' - Looking North - Brunswick Shaft



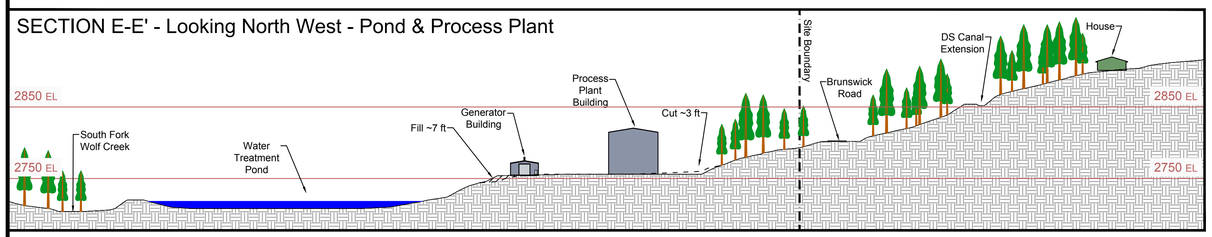
SECTION C-C' - Looking West - Brunswick Shaft



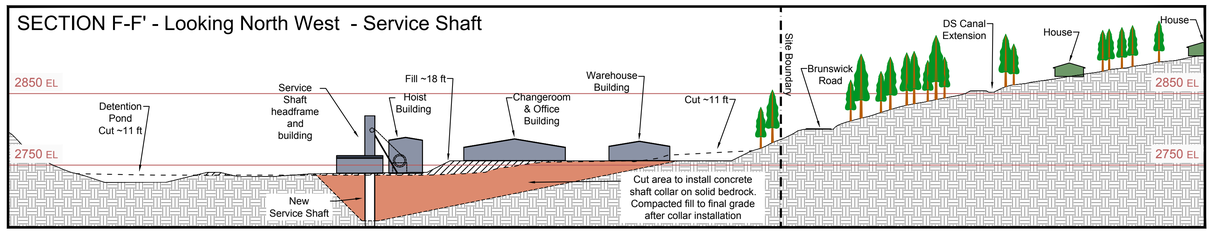
SECTION D-D' - Looking North West - Cross Section Through Process Plant



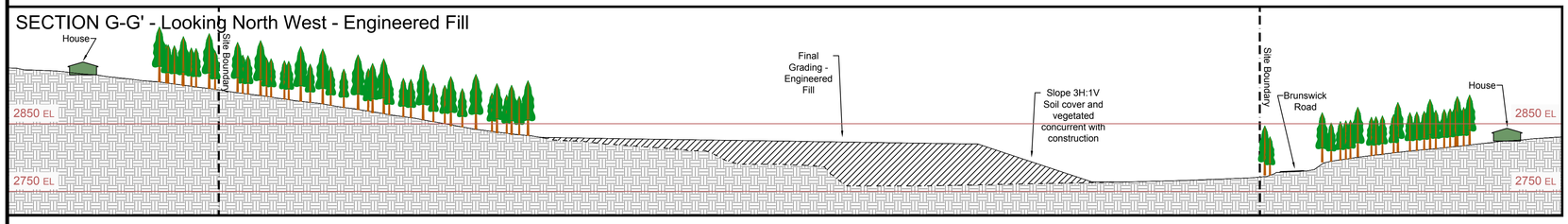
SECTION E-E' - Looking North West - Pond & Process Plant



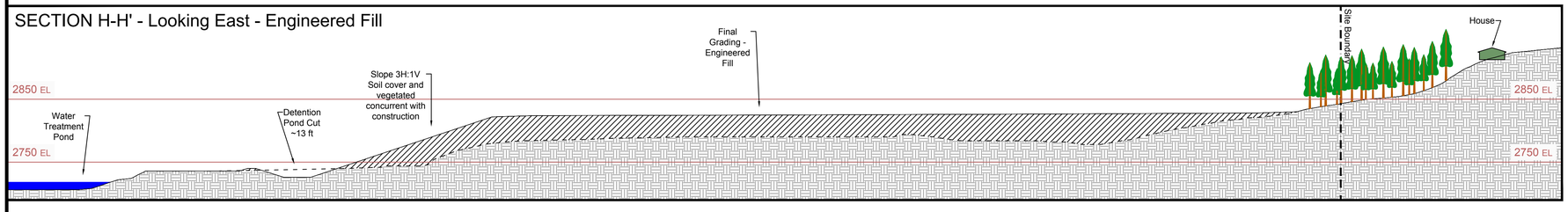
SECTION F-F' - Looking North West - Service Shaft



SECTION G-G' - Looking North West - Engineered Fill



SECTION H-H' - Looking East - Engineered Fill

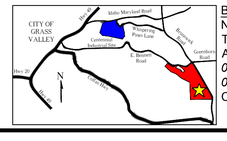


LEGEND

- Area of fill excavation planned
- Area of cut and fill excavation planned
- Undisturbed ground
- Planned Structure
- House location (not drawn to actual geometry)
- Forested area (not drawn to actual tree heights or spacing)
- ------ Current / original ground surface
- —— Final Ground Surface
- - - - Property Boundary

Final grading topography based on:
Preliminary Grading Plan prepared by Nevada City Engineering Inc.

Idaho-Maryland Mine Project
Rise Grass Valley Inc.
PO Box 271
Grass Valley, California, USA 95945



Brunswick Industrial Site
Nevada County, SEC. 31, T.16N, R.9E., M.D.M
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Assessor Parcel Numbers:
09-630-37, 09-630-39, 09-441-03, 09-441-04, 09-441-05, 09-441-34
Current Zoning M1-SP / Proposed Zoning M1-ME

N
W E
S

SCALE 1"=100'
250 ft

Lidar & Airphotos by Aero Geometrics with survey control by Nevada City Engineering,May 7th 2018. Grass Valley, CA: Horizontal Datum: NAD83 (2001), Vertical Datum: GEOID 12B, NAVD 88 Projection: California State Plane Zone 2, Combined Scale Factor: 0.9979891

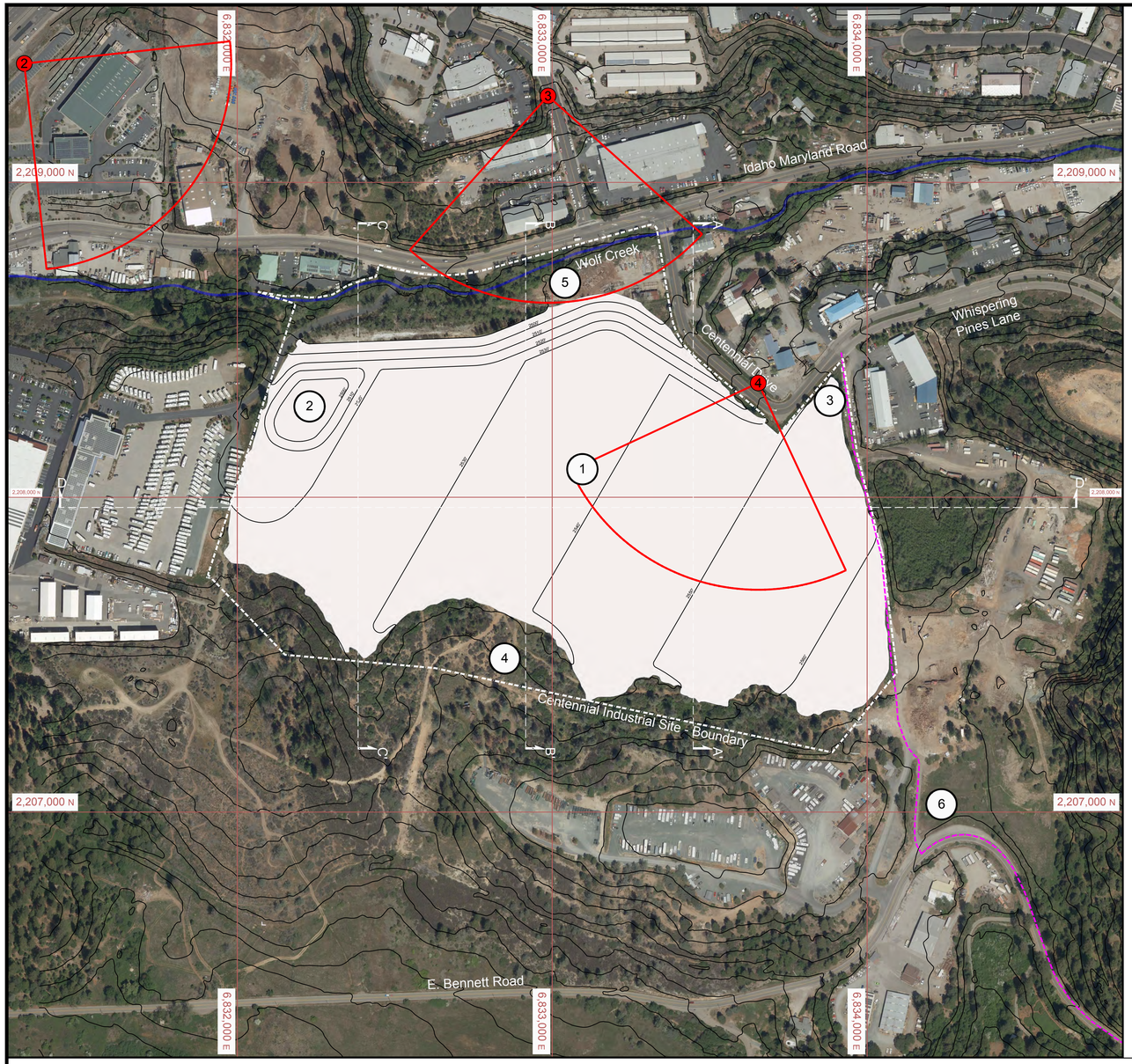
Aesthetics Technical Study

Sheet 2

Brunswick Industrial Site Plan - Cross Sections

Drawnby : Rise Grass Valley - Jan 22 / 20

Scale : 1" = 100 feet



PLAN VIEW - SCALE 1" = 200'

LEGEND (Plan view)

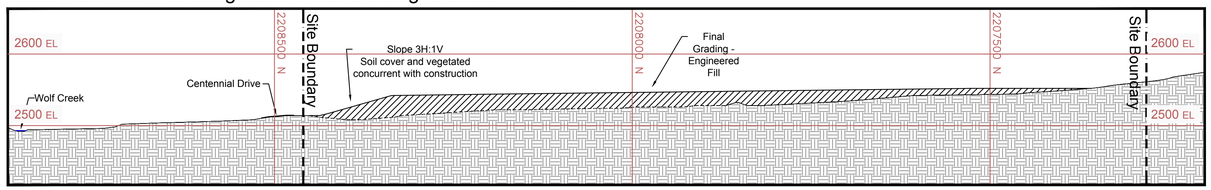
- Engineered Fill (Plan View)
- Elevation Contour Line - 10 foot intervals
- Creek
- Centennial Industrial Site - Boundary
- Section Line
- Proposed NID potable water pipe extension
- Viewpoint location and view direction

1. Engineered Fill - Transport of engineered fill from Brunswick Site, placement, grading, and compaction in lifts to create new area for future industrial use.
2. Detention Pond - Construction of new storm water detention pond. Run-off directed to existing discharge point.
3. Site Access - Installation of new left turn lane on Whispering Pines Lane to access site.
4. Open space for special-status plant species.
5. Open space for Wolf Creek and 100 foot setback.
6. Potable water extension - Extension of NID potable water pipeline to service East Bennett Road residential area.

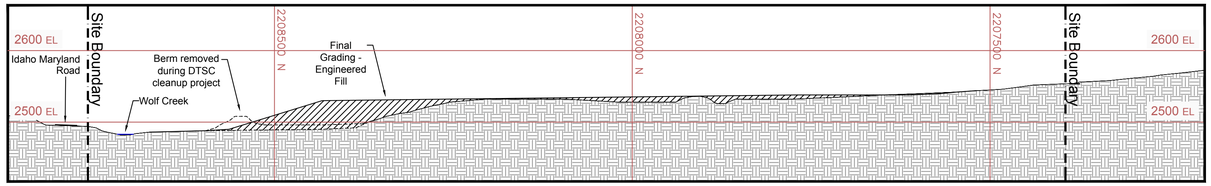
LEGEND (Section view)

- Area of fill excavation planned
- Undisturbed ground
- Current / original ground surface
- Final Ground Surface
- Centennial Industrial Site - Boundary

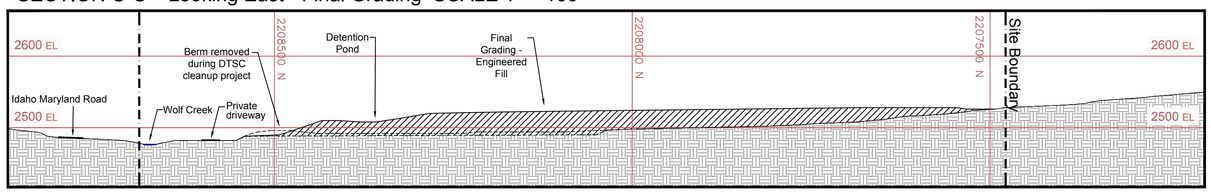
SECTION A-A' - Looking East - Final Grading SCALE 1" = 100'



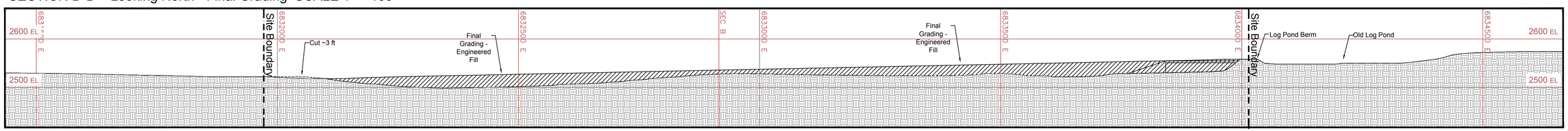
SECTION B-B' - Looking East - Final Grading SCALE 1" = 100'



SECTION C-C' - Looking East - Final Grading SCALE 1" = 100'



SECTION D-D' - Looking North - Final Grading SCALE 1" = 100'



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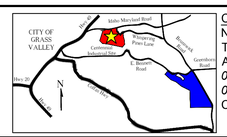
PO Box 271
Grass Valley, California, USA 95945



Centennial Industrial Site
Nevada County, SEC. 26, T.16N, R.8E., M.D.M
Total Area = 56.41 Acres
Assessor Parcel Numbers:
09-550-32, 09-550-37, 09-550-38, 09-550-39, 09-550-40, 09-560-36
Current Zoning M1 / Proposed Zoning M1

Domestic water source: Nevada Irrigation District
Industrial water source: N/A
Sewage disposal: N/A
Orphir Hill Fire Protection District
Electrical power: N/A
Final grading topography based on:
Preliminary Grading Plan prepared by Nevada City Engineering Inc.

N
W E
S
SCALE 1"=200'
500 ft

Lidar & Airphotos by Aero Geometrics with survey control by Nevada City Engineering,May 7th 2018. Grass Valley, CA: Horizontal Datum: NAD83 (2001), Vertical Datum: GEOID 12B, NAVD 88 Projection: California State Plane Zone 2, Combined Scale Factor: 0.9979891

Aesthetics Technical Report

Sheet 3

Centennial Industrial Site Plan and Cross Sections

Drawnby : Rise Grass Valley - Nov 11 / 19 | Scale : 1" = 200 feet

BENCHMARK RESOURCES

Sacramento • Oakland