



Memorandum

7 July 2026

To	Bjorn Jones, City Engineer, City of Grass Valley		
From	Brian Bacciarini, GHD	Tel	(707) 236-1532
Subject	Downtown Grass Valley Roundabout Project - Review for CEQA Exemption	Project no.	Downtown Grass Valley Roundabout Project - CEQA Review Memo - Project # 03-0N810

1. Introduction

The City of Grass Valley, in partnership with the Nevada County Transportation Commission (NCTC) and the California Department of Transportation (Caltrans), is proposing the Downtown Grass Valley Roundabout Project (EA 03-0N810). The project will construct a roundabout to replace the existing complex junction of closely spaced intersections near State Route (SR) 20 and SR 49 in the City of Grass Valley, Nevada County. Additional improvements will include pedestrian crossings, shared-use paths, sidewalks, lighting, and signage. An Active Transportation Program (ATP) grant will fund the project from final design through construction, with a portion of the required matching funds provided through Federal Congestion Mitigation and Air Quality (CMAQ) funding. The City, in coordination with its consultant GHD, evaluated the project for compliance with the California Environmental Quality Act (CEQA). This memorandum provides a description of the project, summarizes the CEQA exemptions that it qualifies for, and reports the findings of supporting documentation.

2. Project Background and Description

Project Purpose

The purpose of this project is to improve multimodal safety and traffic operations on SR 20 and SR 49 to support a facility that accommodates all users including vehicles, pedestrians, and bicyclists traveling through Grass Valley’s historic downtown.

Project Need

The entryway to Grass Valley’s historic downtown near SR 20 and SR 49 features a complex cluster of closely spaced intersections, known as “The Triangle,” where freeway on/off ramps intersect with several local roads, including South Auburn Street, Neal Street, Colfax Avenue (formerly SR 174), Tinloy Street, and Hansen Way.

As identified in an Intersection Analysis (2020) completed by GHD, this configuration creates significant traffic congestion and safety concerns, including vehicle queues spilling back into adjacent intersections during peak travel times, compounded delays due to the close spacing and confusing layout of the intersections, and incomplete bicycle and pedestrian facilities that hinder safe non-motorized travel. Over a recent 10-year period, the area experienced 27 reported collisions, including 7 injury accidents and 4 accidents involving bicycles.

Project Description

The proposed project includes a roundabout that will create a large intersection, preserving an existing Park & Ride lot beneath the State Route 20/49 overpass. The connection from the roundabout to South Auburn Street at Neal Street will allow right-in and right-out movements. The intersection of Colfax Avenue and Hansen Way will be modified as part of the roundabout configuration, and adjustments to the existing stop bar and KEEP CLEAR zone on South Auburn Street in front of the Grass Valley Charter School will improve driver communication and reduce congestion. Additional street improvements would include:

- Realigned intersection approaches for roundabout entrances and exits.
- Removal and replacement of existing hot mix asphalt (HMA) pavement within the roundabout limits.
- Americans with Disabilities Act (ADA) compliant curb ramps and pedestrian crossings.
- Modified drainage facilities and storm water quality treatment facilities to ensure proper treatment and drainage.
- Relocated utilities within the project limits, if needed, with adjustments to utility vaults and manholes to match final pavement elevations.
- Bicycle and pedestrian circulation improvements, including high-visibility crosswalks across all roundabout entry and exit lanes, and at Colfax Avenue and Hansen Way.
- High-visibility crosswalks across the circulating road, providing pedestrian access to the parking lot beneath State Route 20.
- Shared-use paths around the intersection offering dedicated space for pedestrians and cyclists.

3. Consistency with Local and Regional Plans

Grass Valley General Plan

Figure 4-1 of the Grass Valley General Plan identifies reconstruction of the SR 174/20/49 interchange as a modern roundabout, and the project would directly implement this planned transportation improvement. Consistent with the General Plan Circulation Element, the proposed improvements are designed to support planned land uses and long-term mobility objectives, consistent with Goal 2-CG. The proposed project will improve pedestrian and bicycle infrastructure, consistent with Objective 5-CO, and the project will incorporate context-sensitive design features that respect the neighborhood character through flexible design standards, consistent with Objective 6-CO.

The proposed project also supports General Plan Circulation Element policies, including:

- Policy 7-CP: The proposed project would preserve and maintain the existing park-and-ride facility while enhancing overall circulation and access, thereby continuing to support shared travel options.
- Policy 11-CP: This policy encourages the use of modern roundabouts and other traffic-calming techniques where appropriate. The proposed modern roundabout is designed using standards that reduce conflict points, lower vehicle speeds, and improve overall traffic safety and efficiency, supporting the City's circulation objectives.
- Policy 13-CP: The proposed project is consistent with Policy 13-CP, which calls for improved sidewalk continuity through coordinated planning and construction efforts. The project would enhance pedestrian connectivity by filling gaps in existing sidewalks and providing safe, accessible pedestrian facilities.
- Policy 15-CP: This policy emphasizes avoidance of environmentally sensitive areas to the extent feasible when expanding the roadway network. The proposed project is planned and designed

within previously disturbed and developed areas, minimizing new ground disturbance and avoiding sensitive environmental resources.

- Policy 20-CP: The proposed project is consistent with Policy 20-CP, which calls for redesign of intersections on collector streets to improve and smooth traffic flow. The proposed roundabout would improve operational efficiency by reducing delay, enhancing traffic circulation, and smoothing vehicle movements through the intersection.

Overall, the proposed project would implement a transportation improvement specifically identified in the Grass Valley General Plan and would advance the City's circulation goals, objectives, and policies.

Nevada County Regional Transportation Plan

The Nevada County Regional Transportation Plan (NC RTP) identifies reconstruction of the SR 174/49/20 interchange as a modern roundabout and active transportation safety improvement (NC RTP Table 29, Financially Constrained Project List for All Jurisdictions). The proposed project would directly implement this planned transportation improvement. Consistent with the NC RTP, the proposed project is a transportation safety improvement that does not increase roadway capacity, does not induce future development, and does not alter adopted land use patterns. The project is identified in the NC RTP as a bicycle and pedestrian oriented complete streets project and supports the following NC RTP objectives:

- Objective 1.A – Improve safety for all modes: The proposed project would improve safety for motorists, pedestrians, and bicyclists by replacing the existing intersection with a modern roundabout, which reduces vehicular conflict points and lowers operating speeds. The project includes high-visibility pedestrian crossings, new rectangular rapid flashing beacons (RRFBs), and traffic-calming elements designed to enhance multimodal safety.
- Objective 1.B – Minimize vehicle miles traveled (VMT): By improving intersection operations and multimodal connectivity within the existing roadway network, the proposed project supports more efficient local travel without increasing roadway capacity or encouraging longer vehicle trips.
- Objective 2.A – Reduce dependence on the automobile by emphasizing transit, ridesharing, working from home, and pedestrian and bicycle travel: The proposed project enhances pedestrian and bicycle infrastructure through new sidewalks, improved crossings, and a shared-use path, supporting non-automobile travel for local trips.
- Objective 2.B – Create bicycle, pedestrian, and transit networks that provide access and connections between key destinations, including schools and commercial centers: The project includes new sidewalks and a shared-use path along the roundabout perimeter, improving connectivity for pedestrians and bicyclists and enhancing access between key community destinations.
- Objective 3.B – Reduce regional emissions of criteria pollutants and greenhouse gases: Improved traffic flow and reduced stop-and-go conditions associated with the roundabout operations would contribute to smoother vehicle operations and reduced idling, supporting regional air quality and greenhouse gas reduction goals.

Caltrans Complete Streets Requirements

The proposed project is consistent with Caltrans Complete Streets policies, which require transportation projects to consider and accommodate the needs of all users of the transportation system. The project incorporates multiple design elements that support a multimodal transportation network and enhance safety and accessibility for all users. The construction of a roundabout is expected to improve traffic operations and reduce vehicle conflict points, thereby enhancing safety for roadway users, including non-motorized users. The project also includes active transportation improvements, such as high-visibility pedestrian crossings at roundabout entry and exit points, additional crossings at Colfax Avenue and Hansen Way, and

shared-use paths providing dedicated space for pedestrians and cyclists. The inclusion of ADA-compliant curb ramps and sidewalks would improve accessibility for persons with disabilities, consistent with Complete Streets objectives. The project's lighting and signage improvements would further enhance visibility and wayfinding for all users, particularly during nighttime conditions. Bicycle and pedestrian circulation improvements, including continuous sidewalks and shared-use paths, would provide safe and convenient connections to nearby destinations, including the Park & Ride facility and surrounding commercial and residential areas. Overall, the project emphasizes safety, accessibility, and multimodal mobility without increasing roadway capacity for automobiles. As such, it is consistent with Caltrans Complete Streets requirements.

4. Review for CEQA Exemption

The project was reviewed relative to the CEQA Guidelines to determine if it qualifies under one or more classes of projects that have been determined not to have a significant effect on the environment and which may be exempted. Based on the review, the project meets the criteria for the following two classes of categorical exemptions as the Project will alter existing highways and streets, sidewalks, gutters, bicycle and pedestrian facilities and similar facilities. The project will serve substantially the same purpose and will not add new automobile lanes or substantially increase the capacity of the roadways:

CEQA Guidelines Section 15301: Existing Facilities (Class 1)

The Class 1 categorical exemption covers the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible, or no expansion of existing or former use. Item (c) of the Class 1 exemption includes alterations to existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities, and other alterations such as the addition of bicycle facilities, including but not limited to bicycle parking, bicycle-share facilities and bicycle lanes, transit improvements such as bus lanes, pedestrian crossings, street trees, and other similar alterations that do not create new additional automobile lanes.

CEQA Guidelines Section 15302: Replacement or Reconstruction (Class 2)

The Class 2 categorical exemption covers replacement or reconstruction of existing structures or facilities where the new structure will be located at the same site as the structure replaced and will have substantially the same purpose and capacity, as the structure replaced.

3.1 CEQA Guidelines Section 15300.2 Exceptions

Section 15300.2 of the CEQA Guidelines includes a list of circumstances in which a Categorical Exemption cannot be used, including the following:

- a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where a project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, Classes 3, 4, 5, 6, and 11 are considered to apply in all instances, except where a project may impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.
- b) Cumulative Impact. All classes of exemptions are inapplicable when the cumulative impact of successive projects of the same type in the same place over time is significant.
- c) Significant Effect. The CEQA Guidelines state that a Categorical Exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

- d) Scenic Highways. The CEQA Guidelines state that a Categorical Exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.
- e) Hazardous Waste Sites. The CEQA Guidelines state that a Categorical Exemption shall not be used for a project located on a hazardous waste site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.
- f) Historical Resources. The CEQA Guidelines state that a Categorical Exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

As part of this review for exemption, GHD evaluated the project against each of the applicable exceptions, summarized below.

Exception 15300.2 (a) - Location

CEQA Guidelines Section 15300.2(a) specifies that certain classes of Categorical Exemptions must be evaluated in the context of the project's location, as a project that is ordinarily insignificant in its impact may have a significant effect in a particularly sensitive environment. This exception does not apply to the project because it is not being considered under Class 3, 4, 5, 6, or 11 Categorical Exemptions, which are the only exemption classes subject to the location exception.

Exception 15300.2 (b) - Cumulative Impact

CEQA Guidelines Section 15300.2(b) specifies that a Categorical Exemption shall not be used when the cumulative impact of successive projects of the same type in the same place over time is significant. Cumulative impacts are defined as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts" (CEQA Guidelines Section 15355).

A review was conducted to identify reasonably foreseeable cumulative projects that could potentially overlap with or contribute to cumulative impacts with the Project. Several projects within Grass Valley are progressing through various stages of the planning and approval process, including the Heritage Oaks II project, the C&D Contractor's Yard Expansion, the Jada Windows Development, and the Wolf Creek Community and Connectivity Project.

The proposed project consists of minor alterations to existing roadway facilities within a fully developed urban area, with no increase in roadway capacity or change in land use patterns. The project would not result in operational increases in traffic, air emissions, or noise levels, and construction-related effects would be temporary and minimized through standard best management practices. In addition, the identified cumulative projects are not located within the same immediate area as the proposed project and would not overlap with project construction access, staging, or areas of disturbance. Given the limited scale and nature of the improvements, the project would not contribute to a cumulatively considerable environmental impact. Therefore, the exception under Section 15300.2(b) does not apply to the project.

Exception 15300.2 (c) - Significant Effect from Unusual Circumstances

CEQA Guidelines Section 15300.2(c) specifies that a Categorical Exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

The project is consistent with exempt classes of projects (Class 1 and Class 2) and does not include any features that distinguish it from others in these exempt classes, such as unusual size, location, or operational characteristics. As described in Section 3, the project is also consistent with the Grass Valley

General Plan and Nevada County Regional Transportation Plan, which specifically identify the interchange reconstruction as a planned roundabout improvement, and it would not alter land use patterns or induce growth.

Traffic Circulation

The purpose of the project is to improve safety and traffic operations within the study area. As described in the January 27, 2026 Technical Memorandum evaluating a Right-In/Right-Out Alternative Analysis, the proposed conversion of the South Auburn Street and Neal Street intersection to right-in/right-out access, along with other associated geometric modifications proposed by the project, would result in minor redistribution of traffic within the local network. Traffic counts and observed patterns indicate that certain turning movements would be rerouted to adjacent streets, including Tinloy Street and Bank Street, to access South Auburn Street and the proposed roundabout configuration. Despite these changes, the analysis determined that the surrounding roadway network would continue to operate at acceptable levels of service, with manageable queuing conditions. While localized changes in traffic circulation would occur, these adjustments were determined not to result in a substantial change in traffic volumes, vehicle fleet mix, travel speeds, or roadway capacity.

Community Character

The project is located within a developed urban environment characterized by transportation infrastructure, commercial uses, residential neighborhoods, and community-serving facilities, including nearby schools and parks. Existing roadways, lighting, and infrastructure contribute to an established urban character. The proposed project would maintain the existing character by reconstructing and improving the project intersection and incorporating context-sensitive design elements. Project features such as pedestrian-scale lighting, shared-use paths, and landscaping would be designed to be compatible with the surrounding setting. The project would not introduce substantial new sources of light or glare, and new lighting would be designed in accordance with applicable Grass Valley design standards to minimize illumination on adjoining properties. The new lighting will have a low potential for adverse effects on day or nighttime views in the area as it will be replacing existing streetlights that are familiar to travelers.

Operational noise levels are not expected to increase over existing conditions. As described in the January 27, 2026 Technical Memorandum evaluating the Right-In/Right-Out Alternative, the proposed conversion of the South Auburn Street/Neal Street intersection to right-in/right-out access, along with associated geometric modifications, would result in only minor redistribution of traffic within the local roadway network. Although localized changes in circulation patterns would occur, the analysis determined that these shifts would not materially alter overall traffic volumes, vehicle fleet mix, travel speeds, or roadway capacity. As a result, the redistributed traffic is not expected to generate substantial increases in operational traffic noise.

While the project location is within the Historic 1872 Townsite of Grass Valley, the project area is not within the Town Core Historic Combining District. The project area is proposed within "Modern Infill" parcels only that are designated as "an entire loss of historic fabric" per the Historic District Map provided by the City of Grass Valley. The project footprint consists of existing roadway surfaces, intersections, and freeway entrance ramps. Buildings located in the historic downtown can be seen from a distance. Existing mature trees and street plantings surround the project area. An iron-welded entry monument is located on South Auburn and Neal Street and will not be impacted by the proposed project.

A 2026 Visual Impact Assessment Memorandum and Scenic Resource Evaluation completed for the project evaluated potential visual and scenic resource effects within the project area and viewshed. The project character is expected to have high compatibility with the existing landscape as no adverse changes to the scenic integrity of the landscape are proposed by the project. The proposed roadway surfacing and on-ramp/off-ramp elements will replace existing roadway infrastructure. Minor shrub and tree removal may be necessary and would be replaced with native shrub and tree species. The project will include landscape

elements that will enhance the roundabout, splitter islands, and sidewalk buffers with low-maintenance planting and/or hardscape elements.

Community Facilities, Emergency Services, and Utilities

The proposed project would maintain connectivity between residential areas and nearby community facilities throughout construction and operation. Construction staging and traffic control plans would be developed to maintain continuous access to surrounding schools, healthcare facilities, parks, and commercial services. If temporary lane closures or short-term detours are required, these measures would be clearly signed and coordinated to minimize disruption and, where feasible, avoid peak use periods. Upon completion, the roundabout would function within the existing roadway network and would not alter travel patterns in a manner that affects access to community facilities.

The proposed project is designed to accommodate emergency vehicles safely and efficiently. Modern roundabout geometry allows for appropriate turning movements for fire, police, and emergency medical response vehicles. The project would not impede emergency response times or access routes, and no additional fire protection or emergency facilities would be required to meet local or regional performance objectives.

The proposed project may require the relocation of existing utilities located within the project footprint. Any utility relocations would be coordinated directly with utility providers to minimize service interruptions. Utility work would consist of repositioning and undergrounding existing infrastructure. These activities would be conducted in accordance with applicable standards and would not result in long-term environmental impacts. Overall, the project would not adversely affect community facilities, emergency services, or utilities.

Biological Resources

A review of the U.S. Fish and Wildlife Service (USFWS) IPaC species lists, the National Marine Fisheries Service (NMFS) West Coast Region (WCR) California Species List Tool (NMFS 2022), and the California Natural Diversity Database (CNDDB) was conducted for the project to evaluate the potential presence of special-status species and sensitive biological resources. The USFWS and NMFS lists identified ten special-status wildlife and plant species with the potential to occur in the broader region, including gray wolf (*Canis lupus*), California condor (*Gymnogyps californianus*), California spotted owl (*Strix occidentalis occidentalis*), northwestern pond turtle (*Actinemys marmorata*), California red-legged frog (*Rana draytonii*), monarch butterfly (*Danaus plexippus*), Pine Hill flannelbush (*Fremontodendron californicum* ssp. *decumbens*), and Stebbins' morning-glory (*Calystegia stebbinsii*), central valley spring-run chinook salmon (*Oncorhynchus tshawytscha*), and California central valley steelhead (*Oncorhynchus mykiss irideus*). No designated critical habitat for any special-status species occurs within or adjacent to the project site. A portion of the Grass Valley USGS Quadrangle includes areas designated as Chinook salmon Essential Fish Habitat, however, the project site is located outside of designated EFH.

The above-listed species are associated with habitat types that are not present at the project site. Gray wolf and California condor require large expanses of undeveloped open space and suitable foraging and nesting habitat. The California spotted owl is dependent on mature forest habitat, while the northwestern pond turtle and California red-legged frog require aquatic or riparian environments such as creeks, ponds, wetlands, or seasonal waters. Monarch butterflies rely on milkweed host plants and suitable breeding or overwintering habitat. Pine hill flannelbush and Stebbins' morning-glory are associated with specialized, undisturbed soil and vegetation communities. The anadromous fish (salmon and steelhead) are associated with streams and rivers that allow passage from the ocean to spawning grounds and back (no dams/barriers). None of these habitat features occur within the project area.

The project site consists of existing developed roadways and roadway intersections characterized by asphalt pavement, concrete sidewalks, and maintained landscaping within an urban setting. Two culverts cross beneath the project limits. One is associated with a segment of Wolf Creek and the other is

associated with the South Fork of Wolf Creek. The project would not modify, disturb, or otherwise affect either culvert.

The project would require removal of several existing ornamental landscape street trees, however, the trees do not constitute sensitive natural communities or provide suitable habitat for special-status species. Avoidance of tree removal during the nesting season, or implementation of standard pre-construction nesting bird surveys if work must occur during that period, would avoid potential impacts.

Based on the fully developed condition of the project site, the absence of suitable habitat and designated critical habitat, and the limited nature of the proposed work, the project would have no effect on listed species or designated critical habitat.

Two below ground culverts cross beneath the project limits. One is associated with a segment of Wolf Creek and the other is associated with the South Fork of Wolf Creek. Beneath the existing park-and-ride facility, the two culverts converge and discharge outside the project limits behind an existing commercial development. The project would not modify, disturb, or otherwise affect either culvert. The project will include installation of new storm drain inlets and pipes that will connect to the existing public storm drain network within the project limits. Project activities will occur entirely within developed areas consisting of paved surfaces and existing infrastructure. The project would not interfere with wildlife movement, migration, or habitat connectivity.

Floodplain

FEMA floodplain map 06057C0633E depicts two culverts crossing the project limits. One culvert is related to a segment of Wolf Creek that is contained within a piped culvert beneath the project limits, with a notation that the 1% annual chance flood discharge is contained within the culvert. The other culvert appears to be a segment of the South Fork of Wolf Creek, extending from an area adjacent to Colfax Avenue. Underneath the existing park and ride the two culverts join together and ultimately discharge outside the project limits behind a grocery store. The project would not modify, disturb, or otherwise affect either culvert. The floodplain map identifies the project area as being within Zone X, which is not a special flood hazard area subject to inundation by the 100-year flood. As a result, the proposed project would not impact a designated floodplain.

Given these site-specific conditions, the project would not result in significant environmental effects due to unusual circumstances. Therefore, the exception under Section 15300.2(c) does not apply to the project.

Exception 15300.2 (d) - Scenic Highways

CEQA Guidelines Section 15300.2(d) specifies that a Categorical Exemption shall not be used for a project that may result in damage to scenic resources, such as trees, historic buildings, or rock outcroppings, located within an officially designated State Scenic Highway. Although SR 20/49 and SR 174 are identified as eligible State Scenic Highways and are designated as scenic corridors in the Grass Valley General Plan, the project is located within a developed urban setting where existing development and vegetation limit scenic visibility. The Visual Impact Assessment Memorandum and Scenic Resources Evaluation (Caltrans 2026a) conducted for the project determined that the project would not obstruct scenic vistas, degrade scenic quality, or damage scenic resources such as trees, rock outcroppings, or historic features. Design measures, including minimization of vegetation removal and control of lighting and glare, would further reduce potential visual effects. Therefore, the project would not damage scenic resources, and the exception under Section 15300.2(d) does not apply to the project.

Exception 15300.2 (e) - Hazardous Waste Sites

CEQA Guidelines Section 15300.2(e) specifies that a Categorical Exemption shall not be used for a project located on a site included on a list compiled pursuant to Section 65962.5 of the Government Code. To determine if any portion of the project site is located on such a list, GHD reviewed online data resources

that provide information on facilities or sites pursuant to Section 65962.5 (CalEPA 2026). These resources include:

- Department of Toxic Substances Control EnviroStor database;
- List of Leaking Underground Storage Tank Sites from the Water Board GeoTracker database;
- List of solid waste disposal sites identified by the Water Board with waste constituents above hazardous waste levels;
- List of "active" Cease and Desist Orders and Cleanup and Abatement Orders from the Water Board; and
- List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code.

Based on the review, the project site is not identified on any lists compiled pursuant to Government Code Section 65962.5. A Phase I Initial Site Assessment (Grass Valley 2025) conducted for the project identified nearby properties with historical or potential contamination, however, the sites have either received regulatory closure (e.g., No Further Action determinations) or are located outside the project disturbance limits. The project does not involve permanent right-of-way acquisition at these sites, and no known hazardous waste sites on Cortese List databases are located within the project footprint. Therefore, the exception under Section 15300.2(e) does not apply to the project.

Exception 15300.2 (f) - Historical Resource

CEQA Guidelines Section 15300.2(f) specifies that a Categorical Exemption shall not be used for a project that may cause a substantial adverse change in the significance of a historical resource. Cultural resource studies, including a records search, pedestrian survey, and Extended Phase I investigation, identified no historic or prehistoric resources within the project area (Caltrans 2026b). Although a former historic-era hotel (Partridge Hotel) was identified through archival research, no associated archaeological deposits or subsurface features were identified as part of the Extended Phase I investigation. Consultation with Native American tribes did not identify concerns, and no tribes requested formal consultation. Based on these findings, the project would not result in an adverse change in the significance of, or cause an indirect impact to, a historical resource. Therefore, the exception under Section 15300.2(f) does not apply to the project.

5. Conclusion

Based on the evaluation above, none of the exceptions identified in CEQA Guidelines Section 15300.2 apply to the proposed project. The project is exempt from CEQA under Class 1 (Section 15301) and Class 2 (Section 15302) Categorical Exemptions of the CEQA Guidelines.

5. References

- California Environmental Protection Agency (CalEPA). 2026. Cortese List Data Resources. <https://calepa.ca.gov/sitecleanup/corteselist/>. Accessed June 2026.
- California Department of Transportation (Caltrans). 2026. California State Scenic Highway Map. <https://www.arcgis.com/apps/webappviewer/index.html?id=2e921695c43643b1aaf7000dfcc19983>. Accessed June 2026.
- California Department of Transportation (Caltrans). 2026a. Visual Impact Assessment Memorandum and Scenic Resource Evaluation, Grass Valley Roundabout Project.
- California Department of Transportation (Caltrans). 2026b. Extended Phase I Report, Grass Valley Roundabout Project.

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