DRAFT

Initial Study and Mitigated Negative Declaration

Refresh Travel Center Project
PUD Amendment and CUP Amendment

April 2021

Lead Agency:

City of Yreka
701 Fourth Street
Yreka, CA 96097

Prepared by:

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

55 Hanover Lane
Suite A
Chico, California 95973

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DRAFT MITIGATED NEGATIVE DECLARATION
REFRESH TRAVEL CENTER PROJECT

Project Title/Purpose Refresh Travel Center

Lead Agency: City of Yreka

Project Proponent: 5 North Yreka, Inc.

Project Location: The Project is located at 717, 727, 737 and 747 Montague Road in the City of Yreka. APNs: 053-642-350, 360, 370 and 380. (*Figure 1. Regional Location* and *Figure 2. Project Location*). The site is within Sections 15, Township 30 North, Range 4 East (Mount Diablo Base and Meridian). The approximate center of the site is located at latitude 41.625509 º and longitude -122.625509 º.

Project Description: Development of the Project would require the approval by the City Council of an amendment to PUD 5-98 and associated Use Permit No. 2883. The 4.77-acre Proposed Project site includes the construction of a convenience store, restaurant, truck stop, and bar. The overall size of the proposed Travel Center is approximately 12,300 square feet including a 3,180 square foot Arco AM/PM gas station and convenience store. in addition, to the convenience store and fueling stations, there will be a food court with several restaurants, a bar, an exterior patio, laundry, showers, restrooms, and a truck shop.

Public Review Period: To be determined

Mitigation Measures Incorporated into the Project to Avoid Significant Effects:

BIO-1: **Special-Status Plants.** Three special-status plant species have potential to occur with the site including California androsace, Ashland thistle, and Shasta orthocarpus. The following measures shall be implemented to minimize potential impacts to special-status plant species:

- Perform the focused plant surveys according to USFWS, CDFW, and CNPS protocol. Surveys will be timed according to the blooming period for target species and known reference populations, if available, and/or local herbaria will be visited prior to surveys to confirm the appropriate phenological state of the target species.
- If special-status plant species are found, avoidance zones may be established around plants to clearly demarcate areas for avoidance. Avoidance measures and buffer distances may vary between species and the specific avoidance zone distance will be determined in coordination with appropriate resource agencies (CDFW and USFWS).
- If special-status plant species are found within the Project and avoidance of the species is not possible, then additional measures such as seed collection and/or translocation may be developed in consultation with the appropriate agencies.
- If no special-status plants are found, no further measures pertaining to special-status plants are necessary.

Timing/Implementation: *Prior to commencement of any grading*

Monitoring/Enforcement: *The City of Yreka*

BIO-2: **Migratory Bird Treaty Act Birds.** For construction and other ground-disturbing activities with potential to affect birds and active nests protected under the MBTA, the following measures shall be implemented to prevent potential impacts to active bird nests.

- To the extent feasible, vegetation removal shall occur prior to the nesting season, September 16 through January 31.
- For Project activities that begin between February 1 and September 15, including vegetation removal, qualified biologists shall conduct preconstruction nesting bird surveys onsite and accessible areas within 100 feet of the Project site. The surveys shall be conducted within 14 days before the beginning of any construction activities between February 1 and September 15.
- Impacts to special-status bird and MBTA bird nests shall be avoided by establishing appropriate buffers around active raptor nests identified during preconstruction surveys; buffers shall be determined by a qualified biologist in consultation with CDFW. Project activity shall not commence within the buffer areas until a qualified biologist has determined, in coordination with CDFW, that the young have fledged, the nest is no longer active, or reducing the buffer would not result in nest

abandonment. The size of the buffer may be adjusted if a qualified biologist and the applicant, in consultation with CDFW, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during construction activities may be necessary.

- If no active nests are found during preconstruction surveys, no further measures relating to protected birds is necessary.

Timing/Implementation: *Prior to commencement of construction and during construction*

Monitoring/Enforcement: *The City of Yreka*

CUL-1: **Cultural or Archaeological Resource Discovery.** All subdivision improvement plans and grading plans shall include the following:

If subsurface deposits believed to be cultural or human in origin are discovered during any roadway or future construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeologist, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, depending on the nature of the find:

- If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately, and no agency notifications are required.
- If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she shall immediately notify the City and landowner. If the find is determined to be eligible for inclusion in the National Register of Historic Places (NRHP) or California Register of Historic Places (CRHR), the City shall consult on a finding of eligibility and implement appropriate treatment measures. Work may not resume within the no-work radius until the City, through consultation as appropriate, determines that the site either: 1) is not eligible for the NRHP or CRHR; or 2) that the treatment measures have been completed to its satisfaction.
- If the find includes human remains, or remains that are potentially human, he or she shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the Siskiyou County Coroner (in accordance with § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the project

(§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate information center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.

Timing/Implementation: *During construction*

Monitoring/Enforcement: *The City of Yreka*

GEO-1: **Paleontological or Sensitive Geologic Resource Discovery.** If paleontological or other geologically sensitive resources are identified during any phase of development including roadway development and future developments on the Project site, the applicant shall cease operation at the site of the discovery and immediately notify the City of Yreka. The future Project proponent shall retain a qualified paleontologist to provide an evaluation of the find and to prescribe mitigation measures to reduce impacts to a less-than-significant level. In considering any suggested mitigation proposed by the qualified paleontologist, the City shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, land use assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the development site while mitigation for paleontological resources is carried out.

Timing/Implementation: *During construction*

Monitoring/Enforcement: *The City of Yreka*

TRA-1 The Project developer shall widen the Project Access Drive to include northbound separate left and right-turn lanes to the satisfaction of the City engineer.

Timing/Implementation: *Prior to issuance of Building Permit*

Enforcement/Monitoring: *City of Yreka Engineer and Project Proponents*

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LIST OF ACRONYMS AND ABBREVIATIONS

°F	degrees Fahrenheit
AB	Assembly Bill
AF	Acre-feet
AFY	Acre-feet per year
AMSL	Above mean sea level
APE	Area of Potential Effects
APN	Accessor Parcel Number
BAAQMD	Bay Area Air Quality Management District
BAMM	Best Available Mitigation Measures
BMPs	Best Management Practices
BRA	Biological Resources Assessment
CAA	Clean Air Act
CAL FIRE	California Department of Forestry and Fire Protection
CalEEMod	California Emissions Estimator Model
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act

LIST OF ACRONYMS AND ABBREVIATIONS

CCR	California Code of Regulations
CEC	California Energy Commission
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CGS	California Geological Survey
CH_4	Methane
CHRIS	California Historical Resources Information System
CNDDB	California Natural Diversity Database
CNEL	Community noise equivalent level
CNPS	California Native Plant Society
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalent
CRHR	California Register of Historic Places
CVC	California Vehicle Code
CWA	Clean Water Act
dBA	Decibels
DMR	Division of Mine Reclamation
DOC	California Department of Conservation
DOF	Department of Finance
DPM	Diesel Particulate Matter
DTSC	Department of Toxic Substances Control
DWR	Department of Water Resources
EIR	Environmental Impact Report
ESA	Endangered Species Act
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zone
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FTA	Federal Transit Administration
General Permit	General Construction Activity Stormwater Permit
gal/day	Gallons per day
GHG	Greenhouse Gas
GPCPD	Gallons per capita per day
GSP	Groundwater Sustainability Plan
HE	Housing equivalent
I-5	Interstate 5
IS	Initial Study
IS/MND	Initial Study Mitigated Negative Declaration
kWh	Kilowatt hours

LIST OF ACRONYMS AND ABBREVIATIONS

L_{dn}	Day-night average sound level
L_{eq}	L_{eq}
LOS	Level of service
LUST	Leaking Underground Storage Tank
MBTA	Migratory Bird Treaty Act
mgd	Million gallons per day
MLD	Most Likely Descendent
MND	Mitigated Negative Declaration
MRZ	Mineral Resource Zones
MS4	Municipal Separate Storm Sewer Systems
NAHC	Native American Heritage Commission
NEIC	North Central Information Center
N_2O	Nitrous oxide
NO_2	Nitrogen dioxide
NOI	Notice of Intent
NO_x	Nitrogen oxide
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NWS	National Weather Service
O_3	Ozone
OHP	Office of Historic Preservation
PM_{10} and $PM_{2.5}$	Particulate Matter
PRC	Public Resource Code
Project/ Proposed Project	Refresh Travel Center Project
ROG	Reactive Organic Gases
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAQMD	Siskiyou County Air Quality Management District
SCS	Sustainable Communities Strategy
SGMA	Sustainable Groundwater Management Act
SO_2	sulfur dioxide
SR 3	State Route 3
SSC	Species of Special Concern
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminant
USACE	United States Army Corps of Engineers
UCMP	California Museum of Paleontology
USC	U.S. Code

LIST OF ACRONYMS AND ABBREVIATIONS

USEPA	Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
VMT	Vehicle miles traveled

SECTION 1.0 BACKGROUND

1.1 Summary

Project Title:	Refresh Travel Center Project
Lead Agency Name and Address:	City of Yreka 701 Fourth Street Yreka, CA 96097
Lead Agency Contact Person and Phone Number:	Liz Casson, Deputy Planning Director (530) 841-2324
Project Owner:	5 North Yreka, Inc
Project Location:	717, 727, 737 and 747 Montague Road in the City of Yreka. APNs: 053-642-350, 360, 370 and 380. (*Figure 1. Regional Location* and *Figure 2. Project Location*). The site is within Sections 15, Township 30 North, Range 4 East (Mount Diablo Base and Meridian). The approximate center of the site is located at latitude 41.625509 º and longitude -122.625509 º.
General Plan Designation:	GC (General Commercial)
Zoning:	CH (Commercial Highway), PUD (Planned Use Development) PUD 5-98

1.2 Introduction

The City of Yreka is the Lead Agency for this Initial Study/Mitigated Negative Declaration (IS/MND), which has been prepared to identify and assess the anticipated environmental impacts of the proposed Refresh Travel Center Project (Project or Proposed Project) and mitigate potentially significant environmental effects. This document has been prepared to satisfy the California Environmental Quality Act (CEQA) (Public Resource Code [PRC], § 21000 et seq.) and State CEQA Guidelines (14 California Code of Regulations [CCR] 15000 et seq.). CEQA requires that all state and local government agencies consider the environmental consequences of Projects over which they have discretionary authority before acting on those Projects. A CEQA IS/MND is generally used to determine the potentially significant environmental affects and mitigate those to be less than significant.

1.3 Lead Agency

The lead agency is the public agency with primary responsibility over a proposed project. Where two or more public agencies will be involved with a project, CEQA Guidelines Section 15051 provides criteria for identifying the lead agency. In accordance with CEQA Guidelines Section 15051(b)(1), "the lead agency will normally be the agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose." Based on the criteria above, the City of Yreka (City) is the lead agency for the proposed Refresh Travel Center Project.

1.4 Purpose and Document Organization

The purpose of this Initial Study is to evaluate the potential environmental impacts of the proposed Refresh Travel Center Project. This document is divided into the following sections:

1.0 Introduction – This section provides an introduction and describes the purpose and organization of the document. This section provides general information regarding the Project, including the Project title, lead agency and address, contact person, brief description of the Project location, General Plan land use designation, zoning district, identification of surrounding land uses.

2.0 Project Description – This section provides a detailed description of the proposed Project, as well as the identification of other public agencies whose review, approval, and/or permits may be required. Also listed in this section is a checklist of the environmental factors that are potentially affected by the Project.

3.0 Environmental Factors Potentially Affected and Determinations – This section is a summary of the environmental topic areas that were found to potentially impact the environment.

4.0 Environmental Checklist and Discussion – This section describes the environmental setting and overview for each of the environmental subject areas, evaluates a range of impacts classified as "no impact," "less than significant impact," "less than significant impact with mitigation incorporated," and "potentially significant impact" in response to the environmental checklist.

5.0 List of Preparers – This section lists the names of documents preparers.

6.0 Bibliography – This section identifies documents, websites, people, and other sources consulted during the preparation of this Initial Study.

7.0 List of Appendices – This section provides a list of document appendices.

1.5 Project Location and Surrounding Land Uses

The Project site is located in the northeast area of the City of Yreka south of Montague Road/State Route 3 (SR3). The assigned addresses for the four undeveloped parcels of the Project site are 717, 727, 737 and 747 Montague Road.

The Project is located on four parcels including the following:

Accessor's Parcel Numbers			
053-642-350	053-642-360	053-642-370	053-642-380

The 4.77-acre Project site is undeveloped vacant land with the Yreka RV Park, vacant land with a drainage basin, and large lot single family uses to the south, and a Holiday Inn Hotel, and Interstate 5 (I-5) to the west. North of the site is Montague Road/SR 3 with vacant land beyond. East of the site is the Yreka Truck Stop, vacant land and a lumber yard and mini-storage beyond. See *Figure 3. Surrounding Uses*.

1.6 Environmental Setting

The Proposed Project is located in a mostly rural area of the City of Yreka with sparse development surrounding the site. The 4.77-acre Project site is vacant of structures and relatively flat, gently sloping from east to west, with elevations between 2,630 and 2,660 above mean sea level (AMSL) for the site. The site had been previously graded and there are a few small mounds on the site as a result of grading activities. The site is primarily composed of disturbed grassland habitat with patches of shrubs. The dominant herbaceous plants onsite include medusahead grass and cheat grass, with scattered rabbitbrush and yellow star-thistle. The site is sounded on three sites by roadways. No ponds, creeks or other water features are located on the site.

Map Date: 1/12/21

Service Layer Credits: Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, © OpenStreetMap contributors, and the GIS User Community

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Figure 1. Regional Location

Refresh Travel Center

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Figure 2. Site Location
Refresh Travel Center

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Figure 3. Surrounding Uses
Refresh Travel Center

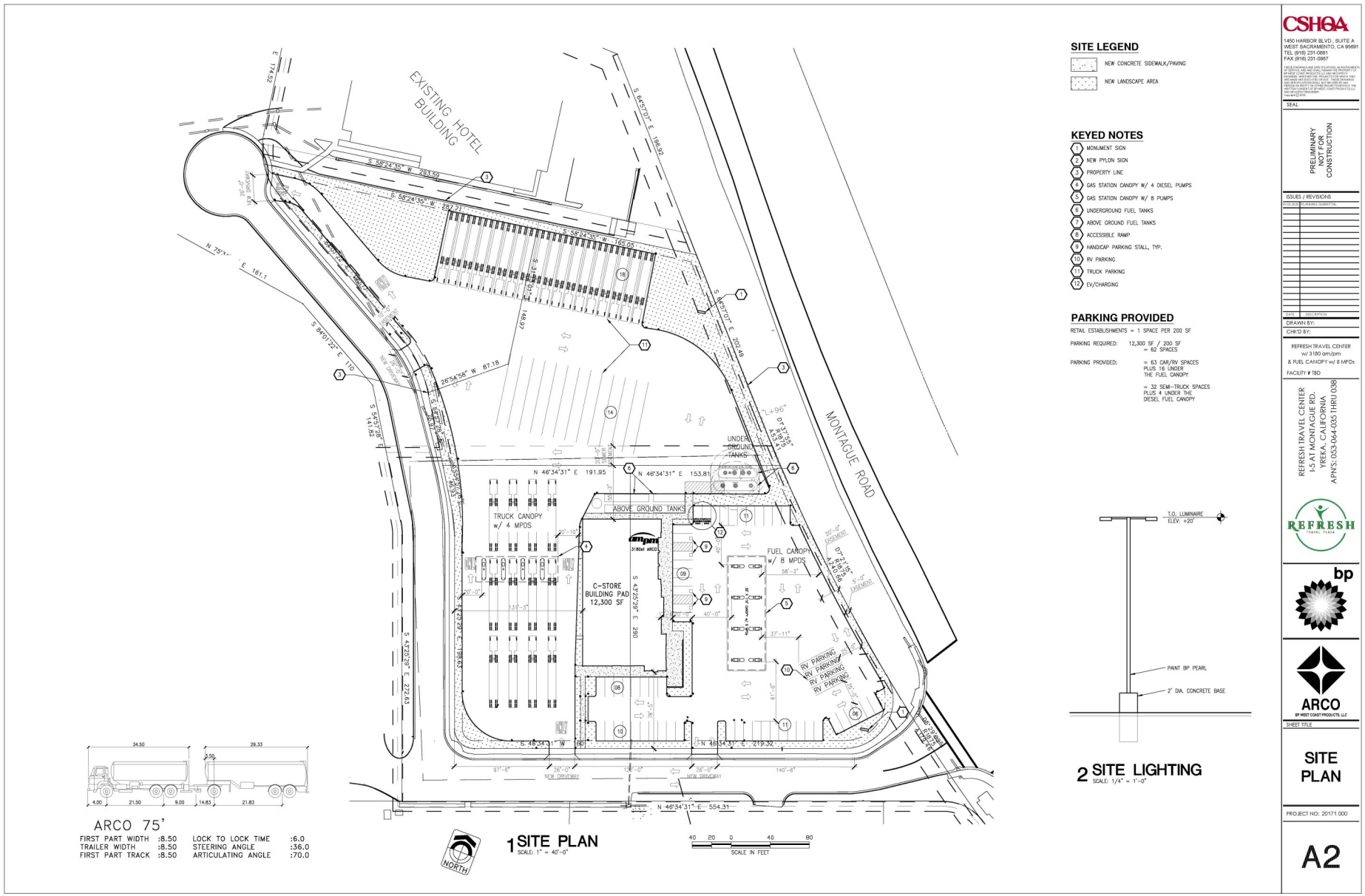
SECTION 2.0 PROJECT DESCRIPTION

2.1 Project Description

The 4.77-acre Proposed Project site includes the construction of a convenience store, restaurant, truck stop, and bar. The overall size of the proposed Travel Center is approximately 12,300 square feet including a 3,180 square foot Arco AM/PM gas station and convenience store. The Project includes eight gas pumps (16 dispensers) under a canopy and four diesel pumps under a separate canopy and two EV charging stations. The site provides 59 automobile parking spaces, four RV parking spaces and 32 semi-truck parking spaces. The site includes above-ground and under-ground fuel storage tanks. The site will be landscaped with grass and a variety of trees and shrubs. See *Figure 4. Site Plan.* In addition, to the convenience store and fueling stations, there will be a food court with several restaurants, a bar, an exterior patio, laundry, showers, restrooms, and a truck shop. See *Figure 5. Floor Plan*.

The architectural design will be high quality, modern, and speak to the local, high mountain vernacular of Yreka. See *Figure 6. Exterior Elevations*. The facility will be open 24 hours a day, 7 days per week. The Project anticipates that 40 to 50 persons will be employed on-site overall with approximately 12-15 per shift.

Development of the Project would require the approval by the City Council of an amendment to PUD 5-98 and associated Use Permit No. 2883. The Proposed Project is located within the Planned Unit Development 5-98 (PUD 5-98). The Project site has been identified in PUD 5-98 for the development of a "Quick Service/Full Service Restaurant". Since the proposed Refresh Travel Center Project proposes uses that are not consistent with this approved use, an amendment to PUD 5-98 and Use Permit No. 2883 is required.



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ENVIRONMENTAL CONSULTANTS

Figure 4. Site Plan
Refresh Travel Center

1 PRELIMINARY FLOOR PLAN
1/8" = 1'-0"

CSHQA
1450 HARBOR BLVD., SUITE A
WEST SACRAMENTO, CA 95691
TEL (916) 231-0881
FAX (916) 231-0887

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SEAL

PRELIMINARY
NOT FOR
CONSTRUCTION

ISSUES / REVISIONS

DATE	DESCRIPTION
10-02-2020	PLANNING SUBMITTAL

DRAWN BY:

CHK'D BY:

REFRESH TRAVEL CENTER
w/ 3180 c/m/pm
& FUEL CANOPY w/ 8 MPDs

FACILITY # TBD

REFRESH TRAVEL CENTER
I-5 AT MONTAGUE RD.
YREKA, CALIFORNIA
APN'S: 053-044-035 THRU 038

REFRESH TRAVEL PLAZA

bp

ARCO
BP WEST COAST PRODUCTS, LLC

SHEET TITLE

PROJECT NO: 20171.000

A2.1

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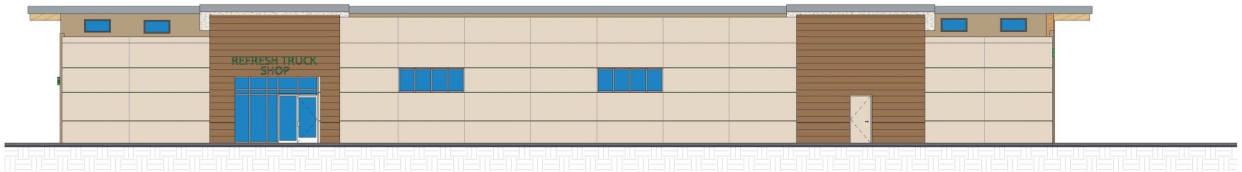
ENVIRONMENTAL CONSULTANTS

Figure 5. Floor Plan
Refresh Travel Center

1 ENTRY ELEVATION
1/8" = 1'-0"

2 PARKING ELEVATION
1/8" = 1'-0"

3 TRUCK ENTRY ELEVATION
1/8" = 1'-0"



4 TRUCK STATION ELEVATION
1/8" = 1'-0"

MATERIAL AND COLOR LEGEND

- BENJAMIN MOORE, 1030, "BRANDY CREAM" SATIN FINISH.
- BENJAMIN MOORE, 2121, "PEWTER", HIGH GLOSS
- BENJAMIN MOORE, 1077, "GREAT PLAINS GOLD" SATIN FINISH
- ALUMINUM COMPOSTIE MATERIAL PANTONE PMS 166c, "ORANGE"
- ALUMINUM COMPOSTIE MATERIAL ALUCOBONDC "RUSTIC WALNUT"
- SHERWIN WILLIAMS 6925 "ENVY"
- HARDIE BOARD CEMENTITIOUS SHIPLAP "COPPER PENNY"

CSHQA
701 UNIVERSITY AVE, SUITE 210
SACRAMENTO, CA 95825
TEL (916) 231-0881
FAX (916) 231-0887

SEAL

PRELIMINARY NOT FOR CONSTRUCTION

ISSUES / REVISIONS
10/07/2020

DATE DESCRIPTION

DRAWN BY:

CHK'D BY:

REFRESH TRAVEL CENTER
w/ 3180 am/pm
& FUEL CANOPY w/ 8 MPDs

FACILITY # TBD

REFRESH TRAVEL CENTER
I-5 AT MONTAGUE RD.
YREKA, CALIFORNIA
APN'S: 053-064-035 THRU 038

REFRESH TRAVEL PLAZA

bp

ARCO
BP WEST COAST PRODUCTS, LLC

SHEET TITLE

EXTERIOR ELEVATIONS

PROJECT NO: 20171.0000

A5.1

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Figure 6. Exterior Elevations
Refresh Travel Center

2.2 Regulatory Requirements, Permits, and Approvals

The following approvals and regulatory permits would be required for implementation of the Proposed Project.

2.2.1 Lead Agency Approval

The City of Yreka is the lead agency for the Proposed Project. In order to approve the Proposed Project, the Yreka City Council must first adopt the IS/MND, approve the Proposed Project, and file a Notice of Determination within five working days. The Council will consider the information contained in the IS/MND in making its decision to approve or deny the Proposed Project. The IS/MND is intended to disclose to the public the Proposed Project's details, analyses of the Proposed Project's potential environment impacts, and identification of feasible mitigation that will reduce potentially significant impacts to less than significant levels.

The Project may require approvals and/or permits from other public agencies for which this Initial Study may be used, including, without limitation, the following:

2.2.2 North Coast Regional Water Quality Control Board

The North Coast Regional Water Quality Control Board (RWQCB) typically requires that a Construction General Permit be obtained for projects that disturb more than 1 acre of soil. Typical conditions issued with such a permit include the submittal of and adherence to a stormwater pollution and prevention plan (SWPPP), as well as prohibitions on the release of oils, grease, or other hazardous materials.

2.2.3 Siskiyou County Air Quality Management District

The proposed Project is located in an area falling under the jurisdiction of the Siskiyou County Air Pollution Control District. The Project applicant will be required to obtain approval of a dust control plan from the District prior to any soil disturbing activities on the site.

2.2.4 Siskiyou county Environmental Health Department

The proposed Project will be required to obtain approval by the Environmental Health Department for the use of fuel storage tanks, storage and management of hazardous materials, as well as food facility permits.

2.2.5 California Department of Transportation

A portion of the proposed Project would be located within a California Department of Transportation right-of-way for SR 3 (Montague Road). The Project applicant will be required to obtain an encroachment permit from Caltrans prior to any work within the Caltrans right-of-way.

2.3 Relationship of Project to Other Plans and Projects

2.3.1 City of Yreka General Plan

The proposed Project would be located in Yreka. The City of Yreka General Plan 2020-2022 was adopted by the City Council on December 18, 2003. The General Plan is the fundamental document governing land use development in the incorporated areas of the City. It includes numerous goals and policies pertaining to land use, circulation, housing, conservation, open space, parks and recreation, noise, public health and safety, and public facilities. The proposed Project will be required to abide by all applicable goals and policies included in the adopted General Plan.

2.3.2 City of Yreka Flood Damage Prevention Ordinance

The Project will not be subject to the City's Flood Damage Prevention Ordinance (Municipal Code Chapter 11.34), which regulates improvements in flood zones. Chapter 11.34 applies to special flood hazard areas, which are defined as areas having special flood or flood-related erosion hazards and shown on a Flood Hazard Boundary Map (FHBM) or Flood Insurance Rate Map (FIRM) as Zone A, AO, A1-30, AE, A99, or AH. The Project site is shown on FEMA FIRM Map 06093C1557D. The proposed Project site is located in Flood Zone X, meaning that no portion of the site is located within the 100-year floodplain (FEMA 2011). Therefore, the Project is not subject to the requirements of Chapter 11.34.

2.3.3 City of Yreka Stormwater Quality Management & Discharge Control Ordinance

The Project will be subject to the City's Stormwater Quality Management & Discharge Control Ordinance (Municipal Code Chapter 12.40). The City of Yreka is a Phase II, Small MS4 permittee under the "Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges". The purpose and intent of this ordinance is to comply with the requirements imposed upon the City in the Phase II Small MS4 permit and to protect and promote the health, safety, and general welfare of citizens, and protect and enhance the water quality of watercourses, water bodies, and wetlands in a manner pursuant to and consistent with the Federal Clean Water Act (33 U.S.C. §1251 et seq.), and the Porter-Cologne Water Quality Control Act (California Water Code Section 13000 et seq.), so that, to the maximum extent practicable, stormwater will not cause or contribute to any exceedances of water quality standards contained in the statewide Water Quality Control Plan, the California Toxics Rule, or in the North Coast RWQCB Basin Plan amended and supplanted, and by prohibiting non-stormwater discharges to the storm drain system, excepting non-significant non-stormwater contributors.

2.3.4 Consultation with California Native American Tribe(s)

Assembly Bill (AB) 52 (2014) requires that prior to the release of a CEQA document for a project, an agency begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the Proposed Project if: (1) the California Native American tribe requested to the lead agency, in writing, to be informed by the Lead Agency through formal notification

of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe and (2) the California Native American tribe responds in writing, within 30 days of receipt of the formal notification, and requests the consultation. The City of Yreka notified the Karuk Tribe of the Proposed Project on January 19, 2021. The tribe responded and stated that there were no Karuk Tribe cultural concerns in that area. Further information on potential Tribal Cultural Resources in the Project Area is provided in Section 4.18 of this IS/MND.

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SECTION 3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION

Environmental Factors Potentially Affected

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

☐ Aesthetics	☐ Greenhouse Gas Emissions	☐ Public Services
☐ Agriculture and Forestry Resources	☐ Hazards/Hazardous Materials	☐ Recreation
☐ Air Quality	☐ Hydrology/Water Quality	☐ Transportation
☒ Biological Resources	☐ Land Use and Planning	☒ Tribal Cultural Resources
☒ Cultural Resources	☐ Mineral Resources	☐ Utilities and Service Systems
☐ Energy	☐ Noise	☐ Wildfire
☒ Geology and Soils	☐ Population and Housing	☒ Mandatory Findings of Significance

Determination

On the basis of this initial evaluation:

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

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

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

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

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

Steve Baker
City Manager

4/7/2021
Date

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SECTION 4.0 ENVIRONMENTAL CHECKLIST AND DISCUSSION

4.1 Aesthetics

4.1.1 Environmental Setting

Yreka is in an area considered to have high scenic value, located in a valley surrounded by mountains in the Klamath National Forest on the north and west, Shasta Valley to the east, and the Kilgore Hills to the southeast. Nearby mountains rise 300 to 4,000 feet above Yreka and provide an attractive backdrop. Some areas of the City have longer views to the Siskiyou and Cascade ranges to the north and east, with Mount Shasta as the prominent feature to the southeast. Mount Shasta is a dormant volcano, 14,179 feet in elevation. The nearby mountain ranges are covered with pine forests and oak trees. Winter brings snows to the higher elevations, while spring brings green hills and the fresh foliage of deciduous trees. Fall color in the oaks brings a bright gold, which contrasts with the green of pines. These views are readily seen from most residential areas and are visible from major highways traversing the City (i.e., I-5, SR 3, and SR 263).

While there are several segments of roadways in Siskiyou County that are listed as eligible scenic highways (as shown below), there are no local or state designated scenic highways adjacent to or within the vicinity of the Project site (Caltrans 2019).

- SR 97 from I-5 in Weed to Oregon/California state line;
- SR 161 from SR 97 near Dorris to SR 139 near Hatfield; and
- I-5 from SR 89 near Mt Shasta to SR 97 near Weed; and
- I-5 from SR 3 in Yreka to the Oregon/California state line near Hilt.

The Project site is devoid of any topographical features and does not contain any feature or element that could be considered scenic or that is designated as scenic by the City or the State. As such, development of the Proposed Project would not obstruct or otherwise interfere with any views from off-site roadway vantage points.

4.1.2 Aesthetics (I) Environmental Checklist and Discussion

	Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐

A scenic vista is a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. As previously described, Yreka is distinguished with its views of the Siskiyou and Cascade ranges to the north and east and Mount Shasta to the southeast.

The Project site is located just east of I-5 in the northern portion of Yreka within a cluster of small-scale commercial operations. The Project's surrounding vicinity is urban. The Project site does not contain unique visual features that would distinguish it from surrounding areas nor is it located within a designated scenic vista. In addition, there are no distinct or distinguishing rock features on the Project site. The Project proposes a single-story building with an approximate building height of 28 feet. While the 12,300 square foot store would be visually prominent, it would not block distant views of the Siskiyou and Cascade ranges. Therefore, the proposed Project is not considered an impediment to views of distant surrounding mountains. Furthermore, the Project site is not located in an area identified as a scenic vista in the Yreka General Plan. For these reasons, the Project would have a less than significant impact on a scenic vista.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒

The Proposed Project is not located within the vicinity of an officially designated scenic highway. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) In a non-urbanized area substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality	☐	☐	☒	☐

The Proposed Project is in a non-urbanized area. Implementation of the Project would result in a change in character of the site from vacant land in a sparsely developed area of the City to a developed site. However, this change in use is consistent with the City's General Plan land use and zoning designations and therefore, assumed to be developed in the future. There are no public viewpoints on or near the site that identify that the site is of special scenic quality. Because the site will be developed as a high quality commercial use, consistent with the General Plan land use and zoning for the site, the Project would not degrade the visual quality of site or its surroundings. Therefore, the Project would have a less than significant impact on scenic quality on the site and surrounding area.

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d)	Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

The Proposed Project would result in a new building, fueling areas, and parking areas, all of which may result in an increase of artificial light and glare into the existing environment. Potential sources of light and glare include external building lighting, parking lot lighting, an illuminated sign, security lighting, building windows, and reflective building materials. The introduction of new sources of light and glare may contribute to nighttime light pollution and result in impacts to nighttime views in the area.

Adherence to City Municipal Code Chapter 13.10, *General Standards*, requires that all electric signs and outline lighting in Yreka comply with Article 600 of the current edition of the California Building Code. Therefore, all new lighting from the Project will be required to be shielded and directed so as to not allow light to penetrate off-site.

The new building would be painted in a manner that precludes bare metal surfaces, a potential source of glare. The roof would be constructed of non-reflective material. The proposed windows are scattered, and no single large bank of windows is included. This design would reduce the potential for window glare.

The Proposed Project would be required to comply with development review guidelines mandated under City Municipal Code Section 16.46.060 - *Outdoor Lighting* which requires that all outdoor lighting be designed to prevent unreasonable glare to adjoining properties and controlled by such reasonable means as are practical to prevent sky-reflected glare.

Chapter 13.10 and Section 16.46.060 would ensure that the Proposed Project would be constructed consistent to City of Yreka standards in preventing substantial light and glare. Specifically, the Project will be required to obtain a building permit and approval from the Yreka Building Official prior to the installation of any electrical sign or outdoor lighting. The impact would be less than significant.

4.1.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.2 Agriculture and Forestry Resources

4.2.1 Environmental Setting

The California Department of Conservation (DOC) manages the Farmland Mapping and Monitoring Program, which identifies and maps significant farmland. Farmland is classified using a system of five categories including Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and Grazing Land. The classification of farmland as Prime Farmland, Unique Farmland, and Farmland of Statewide Importance is based on the suitability of soils for agricultural production, as

determined by a soil survey conducted by the Natural Resources Conservation Service (NRCS). The California DOC manages the California Important Farmland Finder, an interactive website program that identifies the Project site as being within an area of Urban and Built-Up land. This site is not under a Williamson Act contract. All land surrounding the Project site is identified as Urban and Built Up Land or Grazing Land (DOC 2020).

The Project site is located in a semi-developed area that does not contain possible forest or timber resources.

4.2.2 Agriculture and Forestry Resources (II) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒

The DOC identifies the Project site as Urban or Built-Up Land. As the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), the Project would have no impact in this area.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

This site is identified by the City's zoning map to be in an area designated for commercial uses and is not subject to a Williamson Act contract. The Project would have no impact in this area.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒

The Project site is not located in a forestland protection or timber production area. The Project would have no impact in this area.

Would the project:		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒

No identified forest lands exist on the Project site or within the vicinity of the Project. The Project would have no impact in this area.

Would the project:		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
e)	Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

No existing agricultural uses are adjacent to the Project site, therefore the Project would not result in the conversion of farmland to non-agricultural. No forest land exists within the Project vicinity. The Project would have no impact in this area.

4.2.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.3 Air Quality

4.3.1 Environmental Setting

The Project site is located within Siskiyou County, in the City of Yreka. The California Air Resource Board (CARB) has divided California into regional air basins according to topographic features. Yreka and the Project area are located in a region identified as the Northeast Plateau Air Basin (NPAB), which principally includes Siskiyou, Modoc, and Lassen counties. The NPAB is divided into local air districts, which are charged with the responsibility of implementing air quality programs. The local air quality agency affecting Yreka is the Siskiyou County Air Pollution Control District (SCAPCD). Air quality in this area is determined by such natural factors as topography, meteorology, and climate, in addition to the presence of existing air pollution sources and ambient conditions. Within the SCAPCD, the primary sources of air pollution are wood-burning stoves, wildfires, farming operations, unpaved road dust, managed burning and disposal, and motor vehicles.

From an air quality perspective, the topography and meteorology of the NPAB combine such that local conditions predominate in determining the effect of emissions in the basin. Regional airflows are affected by the mountains and hills, which direct surface airflows to cause vertical air mixing and dispersing pollutant concentrations. Air quality in Yreka is better than virtually any other air basin in California.

Both the US Environmental Protection Agency (USEPA) and the CARB have established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants representing safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called "criteria" pollutants because the health and other effects of each pollutant are described in criteria documents. The six criteria pollutants are ozone (O_3), carbon monoxide (CO), particulate matter (PM), nitrogen oxides (NO_x), sulfur dioxide (SO_2), and lead. Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas. The Siskiyou County portion of the NPAB region is designated as being in attainment or unclassified for all state and federal standards (CARB 2019).

4.3.2 Regulatory Framework

Siskiyou County Air Pollution Control District

As noted above, the SCAPCD is the local air quality agency with jurisdiction over the Project site. The SCAPCD adopts and enforces controls on stationary sources of air pollutants through its permit and inspection programs and regulates agricultural and nonagricultural burning. Other district responsibilities include monitoring air quality, preparing air quality plans, and responding to citizen air quality complaints.

All projects in the County are subject to applicable SCAPCD rules and regulations in effect at the time of construction. Descriptions of specific rules applicable to construction resulting from implementation of the proposed Project may include, but are not limited to:

- **SCAPCD Rule 2.1-A (Authorities to Construct/Permits to Operate)** – Allows any person to use construction equipment for construction activities and must obtain a permit to operate prior to installation activities.
- **SCAPCD Rule 2.14-A (Compliance With CEQA**) – In making a determination to issue a permit for a project under these regulations, the Air Pollution Control Officer may make findings as required by the California Environmental Quality Act ("CEQA"), Public Resources Code section 21000 et seq., including, but not limited to, the determinations that a permit is exempt from CEQA, that a negative declaration should be adopted, or an environmental impact report ("EIR") has been prepared and should be certified as adequate.
- **SCAPCD Rule 4.2-A (Nuisance)** – No person shall discharge from any source whatsoever, such quantities of air contaminants or other material which cause injury, detriment, nuisance or annoyance to any considerable number of persons or to the public or which endanger the comfort, repose, health or safety of any such persons or the public or which cause or have a natural tendency to cause injury or damage to business or property.

- **SCAPCD Rule 4.4 (Specific Air Contaminants)** – This rule controls the amount of air contaminants allowed to be discharged into the atmosphere.

- **SCAPCD Rule 4.5 (Particulate Matter)** – No person shall discharge from any non-combustion source particulate matter in excess of 0.30 grains per cubic foot of exhaust gas at standard conditions, or in any one hour total quantities in excess of the amount shown in Rule 4.5 Table I.

- **SCAPCD Rule 4.7 A-B (Gasoline Storage)** –
  A. Except as provided in this rule, no person shall load or permit the loading of gasoline into any stationary tank with a capacity of 250 gallons or more from any tank truck or trailer, except through a permanent submerged fill pipe, unless such tank is a pressure tank as described in Section 41951, or is equipped with a vapor recovery system as described in Section 41952 or with a floating roof as described in Section 41953 or unless such tank is equipped with other apparatus of equal efficiency which has been approved by the Control Officer.

  B. No person shall install any gasoline tank with a capacity of 250 gallons or more which does not meet these requirements.

- **SCAPCD Rule 6.1 (Construction Permit Standards for Criteria Air Pollutants**) – The Control Officer shall deny a permit to construct for any new stationary source or modification or any portion thereof, unless the applicant certifies that all other stationary sources in the State, which are owned or operated by the applicant are in compliance or are on an approved schedule for compliance, with all applicable emission limitations and standards under the Clean Air Act (42 USC 7401 et.seq.) and all applicable emission limitations and standards which are part of the SIP approved by the EPA.

  B.1. - Sections B., C., D., E., F., G., H., and I. shall apply to new stationary sources and modifications which result in either:

  a. A net increase in emissions of 250 or more pounds during any day of any pollutant for which there is a national ambient air quality standard (excluding carbon monoxide), or any precursor of such a pollutant; or

  b. A net increase in emissions of 2,500 or more pounds of carbon monoxide during any day.

- **SCAPCD Rule 6.4-A (Construction Permit Standards for Hazardous Air Pollutants**) – This rule requires the installation of best available control technology for toxics (T-BACT) at any constructed or reconstructed major source of hazardous air pollutants (HAPs).

- **SCAPCD Rule 8.1-A (Benzene Emissions From Retail Service Stations)** – To comply with California Code of Regulations, Section 93101, by reducing airborne benzene emissions from retail service stations. Requirements under California Code of Regulations Section 93101 for Phase I and Phase II vapor recovery systems are as follows:

  - Phase I – "No owner or operator shall transfer, permit the transfer, or provide equipment for the transfer of gasoline, and no other person shall transfer gasoline from a gasoline

delivery tank equipped with a vapor recovery system into a stationary storage tank at a retail service station unless an CARB-certified Phase I vapor recovery system is installed on the stationary storage tank and used during the transfer."

- Phase II – "No owner or operator shall transfer, permit the transfer or provide equipment for the transfer of gasoline from a stationary storage tank at a retail service station into a motor vehicle fuel tank unless an CARB-certified Phase II vapor recovery system is installed and used during the transfer.

In addition to the Phase I and II requirements under SCAPCD Rule 8.1, the operator of each retail facility using a Phase II vapor recovery system shall conspicuously post operating instructions for the system in the gasoline dispensing area. The instructions shall clearly describe how to fuel vehicles correctly with vapor recovery nozzles used at the station and shall include a warning that topping off may result in spillage or recirculation of gasoline and is prohibited. Furthermore, the instructions shall include a prominent display of the Siskiyou County Air Pollution Control District's or the CARB's toll-free telephone number for complaints.

All Phase I and Phase II gasoline vapor recovery equipment shall be installed as required by CARB certification and operated as recommended by the manufacturer and shall be maintained to be leak free, vapor tight, and in good working order.

4.3.3 Air Quality (III) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒

As part of its enforcement responsibilities, the USEPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. The SIP is a legal agreement between each state and the federal government to commit resources to improving air quality. It serves as the template for conducting regional and project-level air quality analysis. CARB is the lead agency for developing the SIP in California. Local air districts prepare air quality attainment plans or air quality management plans and submit them to CARB for review, approval, and incorporation into the applicable SIP. The air districts develop the strategies stated in the SIPs for achieving air quality standards on a regional basis. As previously stated, the Project region of the NPAB is classified as attainment or unclassified for all federal standards (CARB 2019). Therefore, there is no SIP required for Siskiyou County. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐

By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's individual emissions exceed its identified significance thresholds, the project would be cumulatively considerable. Projects that do not exceed significance thresholds would not be considered cumulative considerable.

Construction Emission Impacts

Emissions associated with Project construction would be temporary and short-term but have the potential to represent a significant air quality impact. Two basic sources of short-term emissions will be generated through Project construction: operation of the heavy-duty equipment (i.e., excavators, loaders, haul trucks) and the creation of fugitive dust during clearing and grading. Construction activities such as excavation and grading operations, construction vehicle traffic, and wind blowing over exposed soils would generate exhaust emissions and fugitive PM emissions that affect local air quality at various times during construction. Effects would be variable depending on the weather, soil conditions, the amount of activity taking place, and the nature of dust control efforts. The dry climate of the area during the summer months creates a high potential for dust generation. Best Management Practices (BMPs) during construction activities would require taking actions to minimize fugitive dust emission from each fugitive dust source type which is part of any active or inactive operation by controlling the emission of fugitive dust during earth-moving, construction, demolition and conditions resulting in wind erosion.

Emissions associated with Project off-road equipment, worker commute trips, and ground disturbance were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. See Appendix A for more information regarding the construction assumptions, including types of construction equipment used and Project duration used in this analysis.

Predicted maximum daily emissions attributable to Project construction are summarized in Table 4.3-1. Such emissions are short-term and of temporary duration, lasting only as long as Project construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAPCD Rule 6.1 thresholds of significance.

Table 4.3-1. Construction-Related Emissions

Construction Year	Pollutant (pounds per day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Construction 2022	5.70	33.15	36.31	0.07	19.83	11.45
Construction 2023	5.40	27.98	35.47	0.07	2.47	1.48
Significance Threshold	250	250	2,500	250	250	250
Exceed Significance Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod version 2016.3.2. Refer to Appendix A for Model Data Outputs.
Notes: Building construction, paving, and painting assumed to occur simultaneously.

As shown in Table 4.3-1, emissions generated during Project construction would not exceed the SCAPCD Rule 6.1 thresholds of significance. Therefore, criteria pollutant emissions generated during Project construction would not result in a cumulatively considerable net increase of any criteria pollutants. Impacts from construction-generated air pollutants would be less than significant

Operational Emissions

Implementation of the Project would result in long-term operational emissions of criteria air pollutants such as PM_{10}, $PM_{2.5}$, CO, and SO_2 as well as O_3 precursors such as ROGs and NO_X. Project-generated increases in emissions would be predominantly associated with motor vehicle use. As previously described, operational air pollutant emissions were based on the Project site plans and the estimated traffic trip generation rates provided by GHD (2019). Long-term operational emissions attributable to the Project are identified in Table 4.3-2 and compared to the significance thresholds promulgated by SCAPCD Rule 6.1.

Table 4.3-2. Operational-Related Emissions

Emission Source	Pollutant (pounds per day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Summer Emissions						
Area	12.97	0.00	0.00	0.00	0.00	0.00
Energy	0.03	0.29	0.24	0.00	0.02	0.02
Mobile	0.98	29.61	5.65	0.08	1.18	0.33
Total:	**13.98**	**29.91**	**5.89**	**0.08**	**1.20**	**0.36**
Winter Emissions						
Area	12.97	0.00	0.00	0.00	0.00	0.00
Energy	0.03	0.29	0.24	0.00	0.02	0.02
Mobile	1.02	28.93	7.76	0.07	1.18	0.34
Total:	**13.98**	**29.22**	**8.01**	**0.07**	**1.20**	**0.36**
Significance Threshold	250	250	2,500	250	250	250
Exceed Significance Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod version 2016.3.2. Refer to Appendix A for Model Data Outputs. Operational emissions were calculated using a combination of model defaults for Siskiyou County and a calculated project trip generation rate of 511 average daily trips (GHD 2019).
Notes: Area source emissions for the gasoline station include ROG released from consumer products as well as gasoline vapor during dispensing activities. Gasoline vapor emissions are calculated based on an emission factor of 1.27 pounds per 1,000 gallons of gasoline dispensed (CAPCOA 1997) and the prediction of 3,600,000 gallons of gasoline dispensed annually as provided by the Project applicant [(3,600,000/1,000) x 1.27 = 4,572 pounds annually. 4,572 /365) = 12.52 pounds daily].

As shown in Table 4.3-2, the proposed Project's emissions would not exceed the SCAPCD Rule 6.1 thresholds of significance for any criteria air pollutants during operation. Impacts as a result of Project operations would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐

Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over age 65, children under age 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. The nearest sensitive land use receptor consists of a single-family residence 890 feet southwest of the Project site beyond the Project Access Roadway and RV Park.

Short-Term Construction Impacts

Construction-related activities would result in temporary, short-term emissions of DPM, ROG, NOx, CO, and PM_{10} from the exhaust of off-road, heavy-duty diesel equipment for site preparation (e.g., clearing, grading); soil hauling truck traffic; paving; and other miscellaneous activities. The City of Yreka portion of the NPAB is listed as an attainment area for all state and federal standards. Thus, existing emission levels in the Project portion of the NPAB are currently at acceptable levels. The Project would not exceed the SCAPCD Rule 6.1 significance thresholds for construction emissions.

The health effects associated with O_3 are generally associated with reduced lung function. Because the Project would not involve construction activities that would result in O_3 precursor emissions (ROG or NOx) in excess of the SCAPCD thresholds, the Project is not anticipated to substantially contribute to regional O_3 concentrations and the associated health impacts.

CO tends to be a localized impact associated with congested intersections. In terms of adverse health effects, CO competes with oxygen, often replacing it in the blood, reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can include dizziness, fatigue, and impairment of central nervous system functions. The Project would not involve construction activities that would result in CO emissions in excess of the SCAPCD Rule 6.1 thresholds. Thus, the Project's CO emissions would not contribute to the health effects associated with this pollutant.

Particulate matter (PM_{10} and $PM_{2.5}$) contains microscopic solids or liquid droplets that are so small that they can get deep into the lungs and cause serious health problems. Particulate matter exposure has been linked to a variety of problems, including premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms such as irritation of the airways, coughing, or difficulty breathing. For construction activity, DPM is the primary toxic air contaminant (TAC) of concern. Based on the emission modeling conducted, the maximum onsite construction-related daily emissions of exhaust $PM_{2.5}$, considered a surrogate for DPM, would be 1.48 pounds/day during construction (see Appendix A). $PM_{2.5}$ exhaust is considered a surrogate for DPM because more than 90 percent of DPM is less than 1 microgram in diameter and therefore is a subset of particulate matter under 2.5 microns in diameter (i.e., $PM_{2.5}$). Most $PM_{2.5}$ derives from combustion, such as use of gasoline and diesel fuels by motor vehicles. As with O_3 and NOx, the Project would not generate emissions of PM_{10} or $PM_{2.5}$ that would exceed the SCAPCD Rule 6.1 thresholds. Accordingly, the Project's PM_{10} and $PM_{2.5}$ emissions are not expected to cause any increase in related regional health effects for these pollutants.

In summary, Project construction would not result in a potentially significant contribution to regional concentrations of nonattainment pollutants and would not result in a significant contribution to the adverse health impacts associated with those pollutants.

Operational Air Contaminants

Health Risk

Operation of the proposed Project would result in the development of sources of air toxins. Specifically, the Project would be a source of gasoline vapors such as benzene, methyl tertiary-butyl ether, toluene, and xylene. Additionally, the Project would be a source of DPM generated by Project vehicular traffic exiting and entering I-5 and traveling on local roadways to the Project site.

CARB identifies benzene as the primary TAC of concern associated with gas stations. Benzene is highly carcinogenic and occurs throughout California. According to CAPCOA, benzene is the most important substance driving cancer risk, while xylene, another air toxic associated with gasoline stations, is the only substance which is associated with acute adverse health effects (CAPCOA 1997). According to CAPCOA, not until the benzene emissions are three orders of magnitude above the rate of an increase of 10 per million cancer risk, do the emissions of xylene begin to cause acute adverse health effects. The SCAPCD has stringent requirements for the control of gasoline vapor emissions from gasoline dispensing facilities. SCAPCD Rule 8.1, *Benzene Emissions From Retail Service Stations*, prohibits the transfer or allowance of the transfer of gasoline into stationary tanks at a gasoline-dispensing facility unless a CARB-certified Phase I vapor recovery system is used. Additionally, Rule 8.1 further prohibits the transfer or allowance of the transfer of gasoline from stationary tanks into motor vehicle fuel tanks at a gasoline-dispensing facility unless a CARB-certified Phase II vapor recovery system is used during each transfer. Vapor recovery systems collect gasoline vapors that would otherwise escape into the air during bulk fuel delivery (Phase I) or fuel storage and vehicle refueling (Phase II). Phase I vapor recovery system components include the couplers that connect tanker trucks to the underground tanks, spill containment drain valves, overfill prevention devices, and vent pressure/vacuum valves. Phase II vapor recovery system components include gasoline dispensers, nozzles, piping, break away, hoses, face plates, vapor processors, and system monitors.

Stationary sources having the potential to emit TACs, including gas stations, are required to obtain permits from the SCAPCD. Permits may be granted to these operations provided they are operated in accordance with applicable SCAPCD rules and regulations. SCAPCD's gasoline station permitting process provides for the review of gasoline TAC emissions in order to evaluate potential public exposure and health risk, to mitigate potentially significant health risks resulting from these exposures, and to provide net health risk benefits by improving the level of control when existing sources are modified or replaced. SCAPCD's permitting procedures require substantial control of emissions, and permits are not issued unless TAC risk screening or TAC risk assessment can show that risks are not significant. In addition, California has statewide limits on the benzene content in gasoline, which greatly reduces the toxic potential of gasoline emissions.

Additionally, CARB identified DPM as a TAC in 1998. Mobile sources (including trucks, buses, automobiles, trains, ships, and farm equipment) are by far the largest source of diesel emissions. The exhaust from diesel engines includes hundreds of different gaseous and particulate components, many of which are toxic. Diesel exhaust is composed of two phases, either gas or particulate – both contribute to the risk. The gas phase is composed of many of the urban hazardous air pollutants, such as acetaldehyde,

acrolein, benzene, 1,3-butadiene, formaldehyde, and polycyclic aromatic hydrocarbons. The particulate phase has many different types that can be classified by size or composition. The sizes of diesel particulates of greatest health concern are fine and ultrafine particles. These particles may be composed of elemental carbon with adsorbed compounds such as organics, sulfates, nitrates, metals, and other trace elements. Diesel exhaust is emitted from a broad range of on- and off-road diesel engines.

Carcinogenic Risk

Cancer risk calculations for existing residential receptors are based on 70-, 30-, and 9-year exposure periods to continual traffic exhaust generated by Project traffic within 0.25 miles of the Project site and continual gasoline dispensing operations achieving the estimated throughput of 3,600,000 gallons each year. The calculated cancer risk accounts for 350 days per year of exposure to existing residential receptors. Instead health risk calculations conservatively account for the equivalent exposure of continual outdoor living. The calculated carcinogenic risk at Project vicinity receptors is depicted in Table 4.3-3.

Table 4.3-3. Cancer Risk Summary by Pollutant

Exposure Scenario	Benzene	DPM	Ethyl Benzene	Naphthalene	Total Risk
70-Year Exposure Resident	0.139	9.652	0.00284	0.00015	**9.794**
30-Year Exposure Resident	0.117	8.132	0.00239	0.00012	**8.251**
9-Year Exposure Resident	0.081	5.652	0.00166	0.00009	**5.735**
25-Year Exposure Worker	0.024	0.768	0.00049	0.00003	**0.792**
30-Year Exposure (School)	0.015	0.643	0.00031	0.00002	**0.658**
Significance Threshold					**10**

Source: ECORP Consulting 2021. Refer to Appendix A for Model Data Outputs.
Note:

As shown, impacts related to cancer risk for all modeled scenarios would be below the 10 in one million threshold.

Non-Carcinogenic Risk

In addition to cancer risk, the significance thresholds for TAC exposure requires an evaluation of non-cancer risk stated in terms of a hazard index. Non-cancer chronic impacts are calculated by dividing the annual average concentration by the reference exposure level for that substance.

An acute or chronic hazard index of 1.0 is considered individually significant. The hazard index is calculated by dividing the acute or chronic exposure by the reference exposure level. The highest

maximum chronic and acute hazard indexes for residents, workers and school children as a result of the proposed Project site as a result of DPM and gasoline related TACs exposure is shown in Table 4.3-4.

Table 4.3-4. Non-Carcinogenic Health Risk Summary (Acute or Chronic Hazard Index)

Exposure Scenario	Maximum Residential Hazard	Maximum Worker Hazard	Maximum Sensitive Receptor Hazard
Chronic Hazard Index	0.0018	7.20E-03	**0.0001**
Acute Hazard Index	0.050	0.26	**0.016**
Significance Threshold	**1.0**	**1.0**	**1.0**

Source: ECORP Consulting 2021. Refer to Appendix A for Model Data Outputs.

As shown, impacts related to non-cancer risk (chronic and acute hazard index) as a result of the Project site would not surpass significance thresholds.

Carbon Monoxide Hot Spots

It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when idling at intersections. Concentrations of CO are a direct function of the number of vehicles, length of delay, and traffic flow conditions. Under certain meteorological conditions, CO concentrations close to congested intersections that experience high levels of traffic and elevated background concentrations may reach unhealthy levels, affecting nearby sensitive receptors. Given the high traffic volume potential, areas of high CO concentrations, or "hot spots," are typically associated with intersections that are projected to operate at unacceptable levels of service during the peak commute hours. It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. However, transport of this criteria pollutant is extremely limited, and CO disperses rapidly with distance from the source under normal meteorological conditions. Furthermore, vehicle emissions standards have become increasingly more stringent in the last 20 years. In 1993, much of the state was designated nonattainment under the California Ambient Air Quality Standards (CAAQS) and NAAQS for CO. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration across the entire state is now designated as attainment. Detailed modeling of Project-specific CO "hot spots" is not necessary and thus this potential impact is addressed qualitatively.

A CO "hot spot" would occur if an exceedance of the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm were to occur. The analysis prepared for CO attainment in the South Coast Air Quality Management District's *1992 Federal Attainment Plan for Carbon Monoxide* in Los Angeles County and a Modeling and Attainment Demonstration prepared by the South Coast Air Quality Management District as part of the 2003 AQMP can be used to demonstrate the potential for CO exceedances of these standards. The SCAQMD conducted a CO hot spot analysis as part of the 1992 CO Federal Attainment Plan at four busy intersections in Los Angeles County during the peak morning and

afternoon time periods. The intersections evaluated included Long Beach Boulevard and Imperial Highway (Lynwood), Wilshire Boulevard and Veteran Avenue (Westwood), Sunset Boulevard and Highland Avenue (Hollywood), and La Cienega Boulevard and Century Boulevard (Inglewood). The busiest intersection evaluated was at Wilshire Boulevard and Veteran Avenue, which has a traffic volume of approximately 100,000 vehicles per day. Despite this level of traffic, the CO analysis concluded that there was no violation of CO standards (SCAQMD 1992). In order to establish a more accurate record of baseline CO concentrations affecting the South Coast Air Basin, a CO "hot spot" analysis was conducted in 2003 at the same four busy intersections in Los Angeles at the peak morning and afternoon time periods. This "hot spot" analysis did not predict any violation of CO standards. The highest one-hour concentration was measured at 4.6 ppm at Wilshire Boulevard and Veteran Avenue and the highest eight-hour concentration was measured at 8.4 ppm at Long Beach Boulevard and Imperial Highway.

Similar considerations are also employed by other air districts when evaluating potential CO concentration impacts. Specifically, the Bay Area Air Quality Management District (BAAQMD), the air district for the San Francisco Bay Area, concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact.

According to the traffic analysis prepared for the Project (GHD 2019), the Project is anticipated to generate 511 daily trips on average. Because the proposed Project would not increase traffic volumes at any intersection to more than 100,000 vehicles per day, or even 44,000 vehicles per day, there is no likelihood of the Project traffic exceeding CO values. CO "hot spots" are not an environmental impact of concern for the Project. Localized air quality impacts related to mobile source emissions would not be a concern.

The impact is less than significant. No mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Typically, odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

With respect to odors, the human nose is the sole sensing device. The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals have the ability to smell minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor; in fact, an odor that is offensive to one person (e.g., from a fast-food restaurant) may be perfectly

acceptable to another. It is also important to note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, then the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word "strong" to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air. When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

During construction, the proposed Project presents the potential for generation of objectionable odors in the form of diesel exhaust in the immediate vicinity of the site. However, these emissions are short-term in nature and will rapidly dissipate and be diluted by the atmosphere downwind of the emission sources. Additionally, odors would be localized and generally confined to the construction area. Given that there are no natural topographic features (e.g., canyon walls) or manmade structures (e.g., tall buildings) that would potentially trap such emissions, construction-related odors would occur at magnitudes that would not affect substantial numbers of people. Therefore, construction odors would result in a less than significant impact related to odor emissions.

The Project site could be considered a source of unpleasant odors by some given its proposed use as a gasoline dispensing station; however the SCAPCD has stringent requirements for the control of gasoline vapor emissions from gasoline-dispensing facilities as articulated in SCAPCD Rule 4.7. Adherence to these rules would ensure a substantial number of people are not adversely affected by operational odor emissions. Therefore, operational odors would result in a less than significant impact related to odor emissions.

4.3.4 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.4 Biological Resources

ECORP Consulting, Inc. conducted a Biological Resources Assessment (BRA) for the Proposed Project (ECORP 2021a). The purpose of the BRA was to document the endangered, threatened, sensitive, and rare species that occur or may occur in the biological survey area of the Project. The following information was excerpted from the BRA. The BRA is included as Appendix B of this IS/MND.

4.4.1 Environmental Setting

For the purposes of the BRA, the Study Area is the area in which biological surveys are conducted. The Study Area includes all areas to be affected directly or indirectly by the Project. In this case, the Study Area is congruent with the 4.77-acre Project site.

The Study Area is located in a heavily impacted area in the southeastern quadrant of the Interstate 5/Montague Road intersection. This Study Area is located within hilly terrain situated at an elevational range of approximately 2,630 to 2,660 feet above mean sea level (MSL) at the interface between the California floristic province/Cascade Ranges Region and the Great Basin floristic province/Modoc Plateau Region of California. The average winter low temperature in the vicinity of the Study Area is 25.8 degrees Fahrenheit (˚F) and the average summer high temperature is 88.4˚F. Average annual precipitation is approximately 19.95 inches.

The Study Area is comprised of fallow undeveloped land that appears to have been mass graded around 2004 as the area was undergoing development. A Google Earth aerial photograph dated December 2004 shows evidence of construction grading within the Study Area and surrounding parcels. At present, the Study Area remains undeveloped and is sparsely vegetated with weedy plants.

Vegetation Communities

The Study Area was mass graded for construction around 2004 but site construction did not occur. As such, the vegetation composition found onsite is largely comprised of weedy species. The vegetation community most closely resembling the conditions onsite is the *Bromus tectorum-Taeniatherum (Elymus) caput-medusae* herbaceous semi-natural alliance (cheatgrass-medusahead grassland). The dominant herbaceous plants onsite include medusahead grass (*Elymus caput-medusae*) and cheat grass (*Bromus tectorum*), with scattered rabbitbrush (*Ericameria* sp.) and yellow star-thistle (*Centaurea solstitialis*).

Wildlife Observations, Movement Corridors, and Nursery Sites

The Study Area is surrounded on all sides by developed lands, including Montague Road to the north, a Holiday Inn Express to the west, a recreational vehicle park to the south, and the Yreka Truck Stop to the east. Wildlife use is expected to be minimal and include species accustomed to human activities. There are no wildlife movement corridors and nursery sites present.

Potential Waters of the U.S./State

An aquatic resources delineation to identify potential Waters of the U.S./State was not conducted for the Study Area. During the site assessment in January 2021, no aquatic resources were found onsite. The Study Area has been previously mass-graded for construction and is generally sloped and terraced with no basins or drainageways that could support aquatic resources. According to the California Aquatic Resource Inventory, there are no previously mapped aquatic resources for the Study Area.

Sensitive Natural Communities

The Study Area is comprised of a previously graded and disturbed grassland community. There are no sensitive natural communities onsite.

4.4.2 Evaluation of Potentially Occurring Special-Status Species

The purpose of the BRA was to assess the potential for occurrence of special-status plant and animal species or their habitats and sensitive habitats such as wetlands, riparian communities, and sensitive natural communities within the Study Area.

This assessment included a preliminary analysis of impacts on biological resources anticipated to result from the Project, as presently defined. For the purposes of this assessment, special-status species are defined as plants or animals that:

- are listed, proposed for listing, or candidates for future listing as threatened or endangered under the federal Endangered Species Act (ESA);
- are listed or candidates for future listing as threatened or endangered under the California ESA;
- meet the definitions of endangered or rare under Section 15380 of the CEQA Guidelines;
- are identified as a species of special concern (SSC) by the California Department of Fish and Wildlife (CDFW);
- are birds identified as birds of conservation concern (BCC) by the U.S. Fish and Wildlife Service (USFWS);
- are plants considered by the California Native Plant Society (CNPS) to be "rare, threatened, or endangered in California" (California Rare Plant Rank [CRPR] 1 and 2), "plants about which more information is needed" (i.e., species with a CRPR of 3), or "plants of limited distribution – a watch list" (i.e., species with a CRPR of 4);
- are plants listed as rare under the California Native Plant Protection Act (NPPA; California Fish and Game Code, § 1900 et seq.); or
- are fully protected in California in accordance with the California Fish and Game Code, §§ 3511 (birds), 4700 (mammals), 5050 (amphibians and reptiles), and 5515 (fishes).

Only species that fall into one of the above-listed groups were considered for the biological assessment. While other species (e.g., special-status lichens, mosses and bryophytes, California Natural Diversity Database- (CNDDB-) tracked species with no special status) are sometimes found in database searches or within the literature, these species were not included within the BRA analysis as these species are not identified as special-status species.

A summary of special-status species and their potential to occur within the Study Area are described in Table 1 of the BRA. Potential for occurrence was determined by reviewing database queries from federal and state agencies and evaluating habitat characteristics. Species with some potential to occur on the Project site, as determined by the BRA, are listed in Table 4.4-1. Three plant species have some potential to occur on the Project site. These species are discussed further below. Species that were considered to be absent from the Project site due to lack of suitable habitat, or because the known distribution of the species does not include the Project site vicinity, are not discussed further in this document.

A complete list of special-status species known to exist in the region and the results of the database queries are included in the BRA included in Appendix B.

Table 4.4-1. Potentially Occurring Animal Special-Status Species

Common Name (*Scientific Name*)	Status			Habitat Description	Survey Period	Potential to Occur On-Site
	ESA	CESA/ NPPA	Other			
Plants						
California androsace (Androsace elongate ssp. acuta)	-	-	4.3	Chaparral, cismontane woodland, coastal scrub, meadows and seeps, pinyon and juniper woodland, and valley and foothill grassland (492'–4,281).	March–June	Low potential to occur. Marginally suitable potential habitat (disturbed grassland) within Study Area.
Ashland thistle (Cirsium ciliolatum)	-	-	2B.1	Cismontane woodland, valley and foothill grassland (2,625'–4,593').	June–August	Potential to occur. Suitable habitat within Study Area.
Shasta orthocarpus (Orthocarpus pachystachyus)	-	-	1B.1	Great Basin scrub, meadows and seeps, and valley and foothill grassland (2,756'–2,789').	May	Low potential to occur. Marginally suitable potential habitat (disturbed grassland) within Study Area.

Status Codes

FESA Federal Endangered Species Act
CESA California Endangered Species Act
FE FESA listed, Endangered.
FPE Formally Proposed for FESA listing as Endangered.
FPT Formally Proposed for FESA listing as Threatened.
FT FESA listed, Threatened.
BCC USFWS Bird of Conservation Concern (USFWS 2002).
CT CESA- or NPPA-listed, Threatened.
CC Candidate for CESA listing as Endangered or Threatened.
CE CESA or NPPA listed, Endangered.
CFP California Fish and Game Code Fully Protected Species (§ 3511-birds, § 4700-mammals, §5 050- reptiles/amphibians).
NPPA California Native Plant Protection Act
SSC CDFW Species of Special Concern (CDFW, updated July 2017).
CNDDB Species that is tracked by CDFG's CNDDB but does not have any of the above special-status designations otherwise.
1B CRPR/Rare or Endangered in California and elsewhere.
2B Plants rare, threatened, or endangered in California but more common elsewhere.
3 CRPR/Plants About Which More Information is Needed – A Review List.
4 CRPR/Plants of Limited Distribution – A Watch List.
0.1 Threat Rank/Seriously threatened in California (over 80 percent of occurrences threatened / high degree and immediacy of threat)
0.2 Threat Rank/Moderately threatened in California (20 to 80 percent occurrences threatened / moderate degree and immediacy of threat)
0.3 Threat Rank/Not very threatened in California (less than 20 percent of occurrences threatened / low degree and immediacy of threat or no current threats known)
Delisted Formally Delisted (delisted species are monitored for five years)

Evaluation of Special-Status Plants

Thirty-five special-status plant species were identified by the literature review as having the potential to occur within the vicinity of the Study Area. All but three of these special-status plant species were determined to be absent from the Study Area due to the lack of suitable habitat and/or the species is not known to occur at the elevation of the Study Area. A complete list of the special-status plant species

analyzed in the BRA is provided in Appendix B. A brief discussion of the three special-status plants with potential to occur onsite follows.

California Androsace

California androsace (Androsace elongata ssp. acuta) is not listed pursuant to either the federal or California ESAs, but is designated as a CRPR 4.2 species. This species is an herbaceous annual that occurs in chaparral, cismontane woodland, coastal scrub, meadows and seeps, pinyon and juniper woodland, and valley and foothill grassland. California androsace blooms from March through June and is known to occur at elevations ranging from 492 to 4,281 feet above MSL. The current range of this species in California includes Alameda, Contra Costa, Colusa, Fresno, Glenn, Kern, Los Angeles, Merced, Riverside, San Bernardino, San Benito, Santa Clara, San Diego, Siskiyou, San Joaquin, San Luis Obispo, San Mateo, Stanislaus, and Tehama counties. There are no CNDDB occurrences of this species within five miles of the Study Area. The disturbed grassland habitat onsite represents marginally suitable habitat for this species.

Ashland Thistle

Ashland thistle (Cirsium ciliolatum) is not listed pursuant to either the federal or California ESAs, but is designated as a CRPR 2B.1 species. This species is an herbaceous perennial that occurs in cismontane woodlands, valley and foothill grassland. Ashland thistle blooms from June through August and is known to occur at elevations ranging from 2,625 to 4,593 feet above MSL. Big-scale balsamroot is a near-endemic to Oregon, and in California, it has only been found in Siskiyou County (CNPS 2021). There are no CNDDB occurrences of this species within five miles of the Study Area. The disturbed grassland habitat onsite represents suitable habitat for this species.

Shasta Orthocarpus

Shasta orthocarpus (Orthocarpus pachystachyus) is not listed pursuant to either the federal or California ESAs, but is designated as a CRPR 1B.1 species. This species is an herbaceous annual that occurs in Great Basin scrub, meadows and seeps, and valley and foothill grassland. Shasta orthocarpus blooms in May and is known to occur at elevations ranging from 2,756 to 2,789 feet above MSL. Its current range only includes Siskiyou County. There is one occurrence of this species documented in the CNDDB reportedly from the "north end of Yreka". The disturbed grassland onsite represents marginally suitable habitat for this species.

Evaluation of Special-Status Invertebrates

Five special-status invertebrate species were identified as having potential to occur in the Study Area based on the literature review. However, upon further analysis and after the site visit, all of these species were considered to be absent from the site due to the lack of suitable habitat.

Evaluation of Special-Status Fish

Four special-status fish were identified as having potential to occur in the Study Area based on the literature review. However, upon further analysis and after the site visit, all of these special-status species were considered absent from the site due to the lack of suitable habitat.

Essential Fish Habitat

Coho salmon (*Oncorhynchus kisutch*) and Chinook salmon (*Oncorhynchus tshawytscha*) EFH were identified for the Yreka, California and Montague, California 7.5-minute quadrangles. There is no EFH within the Study Area.

Evaluation of Special-Status Amphibians

Two special-status amphibians were identified as having potential to occur in the Study Area based on the literature review. However, upon further analysis and after the site visit, both of these special-status species were considered absent from the site due to the lack of suitable habitat.

Evaluation of Special-Status Reptiles

One special-status reptile was identified as having the potential to occur in the Study Area based on the literature review. However, upon further analysis and after the site visit, this special-status species was considered absent from the site due to the lack of suitable habitat.

Evaluation of Special-Status Birds

Ten special-status bird species were identified as having the potential to occur within the Study Area based on the literature review. However, upon further analysis and after the site visit, all of these species were considered absent from the site due to the lack of suitable habitat and/or the Study Area is outside the known breeding range of the species.

Migratory Bird Treaty Act Birds

The disturbed grasslands and scattered shrubs within the Study Area support potential nesting habitat for a variety of common birds protected under the MBTA and California Fish and Game Code § 3503, among others.

Evaluation of Special-Status Mammals

One special-status mammal species was identified as having the potential to occur within the Study Area based on the literature review. However, upon further analysis and after the site visit this species was considered to be absent from the site due to the lack of suitable habitat.

4.4.3 Biological Resources (IV) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐

According to the BRA, the Project site is potential habitat for three special-status plant species: California Androsace , Ashland Thistle and Shasta Orthocarpus. As such, mitigation measure **BIO-1** is required to mitigate these impacts. Impacts to special-status species would be less than significant with implementation of **BIO-1**.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒

According to the BRA, the Study Area is comprised of a previously graded and disturbed grassland community. There are no sensitive natural communities onsite. As such, the Project would have no impact in this area.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒

The BRA determined that here were no Waters of the U.S. that potentially fall under the USACE jurisdiction on the Project site. As such, the Project would have no impact in this area.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐

No water bodies occur onsite that would have the potential for migratory fish. However, the disturbed grasslands and scattered shrubs within the Study Area support potential nesting habitat for a variety of common birds protected under the MBTA and California Fish and Game Code § 3503, among others. As such, mitigation measure **BIO-2** is required to reduce potential impacts to migratory and nesting birds. With implementation of this mitigation measure, there will be a less than significant impact in this area.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒

There are currently no adopted or proposed local policies or ordinances that affect the proposed Project. Therefore, no conflict with occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

There are currently no adopted or proposed habitat conservation plans, natural community conservation plans, or other approved local, regional, or state habitat conservation plans that affect the Proposed Project. The Project would have no impact in this area.

4.4.4 Mitigation Measures

BIO-1: **Special-Status Plants.** Three special-status plant species have potential to occur with the site including California androsace, Ashland thistle, and Shasta orthocarpus. The following measures shall be implemented to minimize potential impacts to special-status plant species:

- Perform the focused plant surveys according to USFWS, CDFW, and CNPS protocol. Surveys will be timed according to the blooming period for target species and known reference populations, if available, and/or local herbaria will be visited prior to surveys to confirm the appropriate phenological state of the target species.
- If special-status plant species are found, avoidance zones may be established around plants to clearly demarcate areas for avoidance. Avoidance measures and buffer distances may vary between species and the specific avoidance zone distance will be determined in coordination with appropriate resource agencies (CDFW and USFWS).
- If special-status plant species are found within the Project and avoidance of the species is not possible, then additional measures such as seed collection and/or translocation may be developed in consultation with the appropriate agencies.
- If no special-status plants are found, no further measures pertaining to special-status plants are necessary.

Timing/Implementation: *Prior to commencement of any grading*

Monitoring/Enforcement: *The City of Yreka*

BIO-2: **Migratory Bird Treaty Act Birds.** For construction and other ground-disturbing activities with potential to affect birds and active nests protected under the MBTA, the following measures shall be implemented to prevent potential impacts to active bird nests.

- To the extent feasible, vegetation removal shall occur prior to the nesting season, September 16 through January 31.
- For Project activities that begin between February 1 and September 15, including vegetation removal, qualified biologists shall conduct preconstruction nesting bird surveys onsite and accessible areas within 100 feet of the Project site. The surveys shall be conducted within 14 days before the beginning of any construction activities between February 1 and September 15.
- Impacts to special-status bird and MBTA bird nests shall be avoided by establishing appropriate buffers around active raptor nests identified during preconstruction surveys; buffers shall be determined by a qualified biologist in consultation with CDFW. Project activity shall not commence within the buffer areas until a qualified biologist has determined, in coordination with CDFW, that the young have fledged, the nest is no longer active, or reducing the buffer would not result in nest

abandonment. The size of the buffer may be adjusted if a qualified biologist and the applicant, in consultation with CDFW, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during construction activities may be necessary.

- If no active nests are found during preconstruction surveys, no further measures relating to protected birds is necessary.

Timing/Implementation: *Prior to commencement of construction and during construction*

Monitoring/Enforcement: *The City of Yreka*

4.5 Cultural Resources

4.5.1 Cultural Resources Inventory Survey

A Cultural Resources Records Search and Literature Review was prepared by ECORP Consultants, Inc. (2021) for the Proposed Project to determine if cultural resources were present in or adjacent to the Project Area and assess the sensitivity of the Project Area for undiscovered or buried cultural resources. The following information was excerpted from the Cultural Resources Records Search and Literature Review.

The Cultural Resources Records Search and Literature Review consisted of: a records search with the California Historical Resources Information System (CHRIS) at the Northeast Information Center (NEIC); an examination of cultural resources maps for the Project Area, and a Sacred Lands File search by the California Native American Heritage Commission (NAHC)..

The information provided in this section is a non-confidential summary of the cultural resources inventory, because sections 6253, 6254, and 6254.10 of the California Code authorize State agencies to exclude archaeological site information from public disclosure under the Public Records Act. In addition, the California Public Records Act (Government Code § 6250 et seq.) and California's open meeting laws (The Brown Act, Government Code § 54950 et seq.) protect the confidentiality of Native American cultural place information. Under Exemption 3 of the federal Freedom of Information Act (5 USC 5), because the disclosure of cultural resources location information is prohibited by the Archaeological Resources Protection Act of 1979 (16 USC 470hh) and Section 304 of the National Historic Preservation Act, it is also exempted from disclosure under the Freedom of Information Act. Likewise, the Information Centers of the CHRIS maintained by the California OHP prohibit public dissemination of records search information. In compliance with these requirements, the results of the cultural resource investigation were prepared as a confidential document, which is not intended for public distribution in either paper or electronic format. As such, the Cultural Resources Records Search and Literature Review is not included as an appendix in this IS/MND. While information describing the various Cultural Resources time periods is included in the IS/MND discussion, any references to location of archaeological sites and artifacts have been removed for confidentiality and protection of these resources.

Records Search

A records search for the property at the NEIC was completed. The purpose of the records search was to determine the extent of previous surveys within the Proposed Project location, and whether previously documented pre-contact or historic archaeological sites, architectural resources, or traditional cultural properties exist within this area. Based on this information, eleven previous cultural resources investigations have been conducted within 0.5-mile of the property, covering approximately 50 percent of the total area surrounding the property within the records search radius. The results of the records search indicate that a small portion of the property has been previously surveyed for cultural resources in 1977; however, this survey was conducted 44 years ago under obsolete standards. These studies also revealed the presence of three historic-period resources within the 0.5-mile radius of the Project site. The previous surveys were conducted between 1977 and 2015. No cultural resources have been previously recorded within the Project site.

4.5.2 Environmental Setting

The archaeological record of the native population is limited. It is known that at the time of European "discovery," the area now home to Yreka was settled by the Shasta Indians and used for winter hunting. Typical of increased European settlement, the native population declined during the Gold Rush era.

At the time of initial contact with white populations (circa 1850), the Shasta Indian tribe occupied the Shasta Valley south to the area around what is now the City of Mt. Shasta. Accounts of early travelers, native informants, and early ethnographies also document the existence of the Okwanuchu tribe.

However, little is known about this tribe, except that it was linguistically related to the Shasta tribe. The Project's surrounding vicinity is a mixture of rural and urban uses and the site has been graded I the past. As such, the natural integrity of the site has been compromised. As a result, the potential for encountering cultural resources during Project-related activities is considered relatively low.

4.5.3 Cultural Resources (V) Environmental Checklist and Discussion

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☒	☐	☐

As previously described, ECORP conducted a cultural resources records search and literature review for the proposed Project, in order to assess the potential for cultural resources to exist on the property. The cultural resources records search was conducted at the NEIC CHRIS, located at California State University – Chico. The purpose of the records search was to determine the extent of previous surveys within a 0.5-mile (800-meter) radius of the property, and whether previously

documented prehistoric or historic archaeological sites, architectural resources, cultural landscapes, or ethnic resources exist within this area.

In addition to the records search, other literature reviewed included survey reports, archaeological site records, historic maps, and listings of resources on the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), California Points of Historical Interest, California Historical Landmarks, and National Historic Landmarks. Additionally, ECORP completed a RealQuest Property Search (based on Assessor's records) and reviewed historic General Land Office (GLO) land patent records from the Bureau of Land Management (BLM). ECORP also contacted the NAHC to request a search of its Sacred Lands File for the presence of traditional cultural properties or sacred, religious, or otherwise important Native American resources. ECORP also mailed a letter to the Siskiyou County Historical Society to solicit comments or obtain historical information that the repository might have regarding events, people, or resources of historical significance in the area.

Previous Research

Seven previous cultural resources investigations have been conducted within 0.5 mile of the property, covering approximately 50 percent of the total area surrounding the property within the records search radius (**Table 4.5-1**). These studies revealed the presence of one historic-age resource within the 0.5-mile radius of the Project site. The previous surveys were conducted between 1991 and 2015.

Table 4.5-1. Previous Cultural Studies within 0.5 Mile of the Project Site

Report Number	Author(s)	Report Title	Year	Includes Portion of the APE?
7646	Dennis Gray	Cultural Resource Inventory, Rogue Valley Manor Residential Housing Project, Siskiyou County, California	1994	No
8670	James Rock	Archaeological Inventory Report: Yreka Creek R.V. Park Project for RV-Group Partnership	2005	No
10584	Sean Michael Jensen	Archaeological Inventory Survey Proposed Yreka Creek Greenway Development Project c. 8 Acres, City of Yreka, Siskiyou county, California	2009	No
11478	Hamusek, Blossom	Archaeological Survey Report for the Juniper Left Turn Lane Project, Siskiyou County, California	2011	No
11702	Candice Cook-Slette and Jeff LaLande	Archaeological and Historical Resource Report for the Yreka Wastewater Treatment and Collection System Improvement Project	2012	No
12842	Brian Ludwig	State Route 3, State Route 97, and Interstate 5 Encroachment Permit Areas – Yreka to Wedd Archaeological Survey Report	2015	No
13495	John Furry	Archaeological Inventory Survey For the Proposed North View Estates Subdivision Project Involving c. 110 Acres Located North of Yreka, Siskiyou County, California	1991	No

Source: ECORP Consulting 2021

The records search also determined that three previously recorded historic-period cultural resources are located within 0.5 mile of the Project site (**Table 4.5-2**). No cultural have been previously recorded within the Project site.

Table 4.5-2. Previously Recorded Cultural Resources In or Within 0.5 Mile of the Project Site

Site Number CA-SIS-	Primary Number P-47-	Recorder and Year	Age/ Period	Site Description	Within Project site?
4410H	4410	Sean M. Jensen 2009	Historic	Yreka Wastewater Treatment Facility	No
4745H	4745	Blossom Hamusek and D. McGann 2011	Historic	Yreka Chinese Cemetery	No
4746H	4746	Blossom Hamusek and D. McGann 2011	Historic	Trash scatter	No

Literature Review

A search of the NAHC's Sacred Lands File failed to indicate the presence of Native American cultural resources in the Project site (Attachment B). The NAHC provided a list of Native American contacts and recommends that these individuals be contacted for additional information. On January 19, 2021, as part of outreach for the Project pursuant to Assembly Bill 52 (AB 52), the City of Yreka sent a certified letter to the Karuk Tribe informing them of the Project and offering an opportunity to consult about the potential for Tribal Cultural Resources to exist in the Project site. Tribal Cultural Resources may be synonymous with cultural resources. On January 19, 2021, the Tribe responded stating that there were no known Tribal Cultural Resources within the Project site.

A letter was sent to the Siskiyou County Historical Society on January 14, 2021, to solicit comments or obtain historical information that the repository might have regarding events, people, or resources of historical significance in the area. The Siskiyou County Historical Society responded on January 30, 2021, via email stating that the historical society has identified two Historical cemeteries in the area. These cemeteries include a cemetery located southeast of the Project site and on Foothill Road approximately 0.22 mile east of the Project site. The second Historical cemetery is a Chinese Cemetery. The Chinese Cemetery is located north of SR 3 and approximately 0.4 mile northeast of the Project site. Neither cemetery is located within the Project site and the historical society did not identified any historical significance within the Project site.

The *Office of Historic Preservation's Built Environment Resource Directory* for Siskiyou County (dated March 3, 2020) did not include any resources within the Project site (OHP 2020). No built environment resources are listed along Montague Road in the City of Yreka.

The National Register Information System (National Park Service [NPS] 2021) failed to reveal any significant properties within the Project site. The nearest listed properties (Lewis Falkenstein's House, The Forest House, The West Miner Street-Third Street Historic District, and the Yreka Carnegie Library) are located approximately one mile southwest of the Project site in Historic Yreka.

Resources listed as *California Historical Landmarks* (OHP 1996) and on the OHP (OHP 2021) were reviewed on January 12, 2021. The nearest listed landmark is Historical Landmark number 901, the West Miner Street-Third Street Historic District in Yreka. Gold was discovered in nearby flats in 1851, resulting in

Yreka becoming a commercial and transportation hub for the surrounding mining camps. The Historic District consists of three blocks on West Miner Street and four blocks of Third Street, approximately 0.65 mile southwest of the Project site.

A review of *Historic Spots in California* (Kyle 2002) mentions that Siskiyou is a Cree word for bob-tailed horse, borrowed by the Chinook Jargon from the Oregon territory. Kyle mentions that gold was discovered by Abraham Thompson, a mule train packer, in the Yreka Flats in March 1851. The discovery location, a knoll near the intersection of today's Discovery and Yama streets in Yreka, was called Thompson Dry Diggings. The discovery of gold brought 2,000 men to the flats. Miners set up camp along Yreka Creek from Greenhorn to Hawkinsville. By May 1851, the townsite for Yreka was laid out. Yreka was designated the county seat when Siskiyou County was formally organized in 1852.

According to *California Place Names* (Gudde 1969), Yreka was first called Thompson's Dry Diggings and later Shasta Butte City. The town name was later changed in 1852 to Wyreka which was derived from an indigenous word for Mount Shasta. The spelling of the name was changed to Yreka due a clerical error.

Historic GLO land patent records from the BLM's patent information database (BLM 2021) revealed that Jerome Churchill and the City of Yreka received a patent for 511 acres of land, including the Project site, on July 1, 1874. The Yreka townsite included Sections 22, 23, 26, and 27 of Township 45 North, Range 7 West. Later, Charles Herzog Senior received a homestead patent for 137.7 acres of land within Section 23, including the Project site, on November 13, 1895. The Herzog family owned and operated the City Meat Market beginning in 1854.

A RealQuest online property search for APNs 053-642-350, 053-642-360, 053-642-370, and 053-642-380 revealed that the Project site is located on four parcels totaling 4.81 acres of vacant commercial land. No other property history information was on record with RealQuest.

The *Handbook of North American Indians* (Silver 1978) lists the nearest Native American village as *Kusta*, located in Yreka.

Map Review and Aerial Photographs

The review of historical aerial photographs and maps of the Project site provide information on the past land uses of the property. Based on this information, the property has been undeveloped land located northeast of Yreka since at least 1855.

Conclusions

Based on the results of the records search and literature review, only a portion of the property has been surveyed for cultural resources and no previously recorded resources are known to exist within the Project site. The property is situated in an area that is considered to have low to moderate sensitivity for pre-contact resources and a relatively low potential for historic-era cultural resources. The proximity of the Project site to Yreka Creek coupled with the fact that the location of Yreka was noted in the ethnographic literature as a Native American Village indicates there is potential for buried pre-contact resources in the Project site. However, the soil type and age of the underlying geomorphology somewhat lessen that possibility. There is a relatively low potential for the presence of historic-period cultural resources on this

property. Map review did not indicate any past structures, and the three previously recorded historic period resources within the 0.5-mile records search radius have clearly delineated boundaries.

There is no available information to indicate that archaeological sites are present on the property; however, the property has not been surveyed by archaeologists who meet the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology. Therefore, ground disturbance associated with development of the site has the potential to impact previously unknown, subsurface historic resources should any be present. Mitigation measure **CUL-1** is provided below to reduce potential impacts to a level that is considered less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐

The cultural investigation performed by ECORP shows that there is a relatively low potential for the presence of prehistoric cultural resources on the Project site. There is no available information to indicate that archaeological sites are present on the property; however, the site has not been surveyed by archaeologists who meet the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology. Therefore, mitigation measure **CUL-1** is provided below to address the potential for the discovery of any unrecorded or previously unknown archaeological resources. With implementation of this mitigation, impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

Previous cultural resource investigations conducted for projects in the vicinity of the Project area indicate that there is little likelihood for Native American archaeological sites, or burial sites, to be present in the area. Regardless, there is a possibility of the unanticipated and accidental discovery of human remains during ground-disturbing Project-related activities. Therefore, mitigation measure **CUL-1** is provided below to reduce potential impacts to a level that is considered less than significant.

4.5.4 Mitigation Measures

CUL-1: **Cultural or Archaeological Resource Discovery.** All subdivision improvement plans and grading plans shall include the following:

If subsurface deposits believed to be cultural or human in origin are discovered during any roadway or future construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeologist, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, depending on the nature of the find:

- If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately, and no agency notifications are required.
- If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she shall immediately notify the City and landowner. If the find is determined to be eligible for inclusion in the NRHP or CRHR, the City shall consult on a finding of eligibility and implement appropriate treatment measures. Work may not resume within the no-work radius until the City, through consultation as appropriate, determines that the site either: 1) is not eligible for the NRHP or CRHR; or 2) that the treatment measures have been completed to its satisfaction.
- If the find includes human remains, or remains that are potentially human, he or she shall ensure reasonable protection measures are taken to protect the discovery from disturbance (Assembly Bill [AB] 2641). The archaeologist shall notify the Siskiyou County Coroner (in accordance with § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the project (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate information center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.

Timing/Implementation: *During construction*

Monitoring/Enforcement: *The City of Yreka*

4.6 Energy

4.6.1 Environmental Setting

Energy consumption is analyzed in this Initial Study due to the potential direct and indirect environmental impacts associated with the Project. Such impacts include the depletion of nonrenewable resources (oil, natural gas, coal, etc.) and emissions of pollutants during the construction and operational phases. The impact analysis focuses on the three sources of energy that are relevant to the proposed Project: electricity, the equipment-fuel necessary for Project construction, and the automotive fuel necessary for Project operations.

Electricity/Natural Gas Services

Pacific Power and Light (PPL) provides electrical services to the Project site through state-regulated public utility contracts. PPL is the primary electricity supply company for areas north of the city of Mt. Shasta in Northern California (State). It provides 780,000 customers with electricity across a service territory spanning areas in Northern California, Southern Oregon, and parts of Washington State. There are currently no natural gas utility companies that service the Project site area, resulting in residences and businesses acquiring propane from various local sources.

Energy Consumption

Electricity use is measured in kilowatt-hours (kWh), and natural gas use is measured in therms. Vehicle fuel use is typically measured in gallons (e.g. of gasoline or diesel fuel), although energy use for electric vehicles is measured in kWh.

The electricity consumption associated with all non-residential uses in Siskiyou County from 2015 to 2019 is shown in Table 4.6-1. As indicated, the demand has remained constant since 2015, with a slight reduction in 2019.

Table 4.6-1. Non-Residential Electricity Consumption in Siskiyou County 2015-2019

Year	Non-Residential Electricity Consumption (kilowatt hours)
2019	268,812,692
2018	273,255,723
2017	273,572,517
2016	272,404,219
2015	273,914,518

Source: California Energy Commission (CEC) 2019

Automotive fuel consumption in Siskiyou County from 2016 to 2020 is shown in Table 4.6-2 Fuel consumption has decreased between 2017 and 2020.

Table 4.6-2. Automotive Fuel Consumption in Siskiyou County 2016-2020

Year	Total Fuel Consumption (gallons)
2020	75,868,879
2019	77,509,523
2018	79,215,860
2017	80,856,292

Source: CARB 2020

4.6.2 Energy (VI) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐

The impact analysis focuses on the three sources of energy that are relevant to the proposed Project: electricity, the equipment-fuel necessary for Project construction, and the automotive fuel necessary for Project operations. Addressing energy impacts requires an agency to make a determination as to what constitutes a significant impact. There are no established thresholds of significance, statewide or locally, for what constitutes a wasteful, inefficient, and unnecessary consumption of energy for a proposed land use project. For the purpose of this analysis, the amount of electricity estimated to be consumed by the Project is quantified and compared to that consumed by all non-residential land uses in Siskiyou County. Similarly, the amount of fuel necessary for Project construction and long-term operations is calculated and compared to that consumed in Siskiyou County.

The analysis of electricity gas usage is based on CalEEMod modeling conducted by ECORP Consulting (see Emissions Assessment), which quantifies energy use for Project operations. The amount of operational automotive fuel use was estimated using the CARB's EMFAC2017 computer program, which provides projections for typical daily fuel usage in Siskiyou County. The amount of total construction-related fuel use was estimated using ratios provided in the Climate Registry's General Reporting Protocol for the Voluntary Reporting Program, Version 2.1. Energy consumption associated with the proposed Project is summarized in Table 4.6-3.

Table 4.6-3. Proposed Project Energy and Fuel Consumption

Energy Type	Annual Energy Consumption	Percentage Increase Countywide
Electricity Consumption	335,679 kilowatt-hours	1.248 percent
Automotive Fuel Consumption		
Project Construction 2022	61,705 gallons	0.081 percent
Project Construction 2023	13,217 gallons	0.017 percent
Project Operations	67,165 gallons	0.088 percent

Source: ECORP 2020; Refer to Appendix C for calculation outputs.
Notes: The Project increases in electricity consumption are compared with all of the non-residential buildings in Siskiyou County in 2019, the latest data available. The Project increases in automotive fuel consumption are compared with the countywide fuel consumption in 2020, the most recent full year of data.

Operations of the proposed Project would include electricity and usage from lighting, space and water heating, and landscape maintenance activities. As shown in Table 4.6-3, the annual electricity consumption due to operations would be 335,679 kilowatt-hours resulting in an approximate 1.248 percent increase in the typical annual electricity consumption attributable to all non-residential uses in Siskiyou County. However, this is potentially a conservative estimate. In September 2018 Governor Jerry Brown Signed Executive Order B-55-18, which established a new statewide goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter." Carbon neutrality refers to achieving a net zero carbon dioxide (CO_2) emissions. This can be achieved by reducing or eliminating carbon emissions, balancing carbon emissions with carbon removal, or a combination of the two. This goal is in addition to existing statewide targets for GHG emission reduction. Governor's Executive Order B-55-18 requires CARB to "work with relevant state agencies to ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal." For these reasons, the Project would not result in the inefficient, wasteful, or unnecessary consumption of building energy.

Fuel necessary for Project construction would be required for the operation and maintenance of construction equipment and the transportation of materials to the Project site. The fuel expenditure necessary to construct the physical building and infrastructure would be temporary, lasting only as long as Project construction. As further indicated in Table 4.6-3, the Project's gasoline fuel consumption during the construction years of 2022 and 2023 is estimated to be 61,705 and 13,217 gallons of fuel, respectively. This would increase the annual countywide gasoline fuel use in the county by 0.081 percent in 2022 and 0.017 percent in 2023. As such, Project construction would have a nominal effect on local and regional energy supplies. No unusual Project characteristics would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or the State. Construction contractors would purchase their own gasoline and diesel fuel from local suppliers and would judiciously use fuel supplies to minimize costs due to waste and subsequently maximize profits. Additionally, construction equipment fleet turnover and increasingly stringent state and federal regulations on engine efficiency combined with state regulations limiting engine idling times and requiring recycling of construction debris, would further reduce the amount of transportation fuel

demand during Project construction. For these reasons, it is expected that construction fuel consumption associated with the Project would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature.

Per information provided in the Traffic Impact Analysis Memorandum (GHD 2019), the Project is estimated to generate approximately 511 daily trips. As indicated in Table 4.6-3 this would estimate to a consumption of approximately 67,165 gallons of automotive fuel per year, which would increase the annual countywide automotive fuel consumption by 0.088 percent. The amount of operational fuel use was estimated using CARB's EMFAC2017 computer program, which provides projections for typical daily fuel usage in Siskiyou County. This analysis conservatively assumes that all of the automobile trips projected to arrive at the Project during operations would be new to Siskiyou County. Fuel consumption associated with vehicle trips generated by the Project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

For these reasons, this impact would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

The Project would be designed in a manner that is consistent with relevant energy conservation plans designed to encourage development that results in the efficient use of energy resources. The Project will be built to the Energy Efficiency Standards for Residential and Nonresidential Buildings, as specified in Title 24, Part 6, of the California Code of Regulations (Title 24). Title 24 was established in 1978 in response to a legislative mandate to reduce California's energy consumption. Title 24 is updated approximately every three years; the 2016 standards became effective January 1, 2017. The 2019 Title 24 updates went into effect on January 1, 2020. The 2019 Energy Standards improve upon the 2016 Energy Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The 2019 update to the Energy Standards focuses on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings. The 2019 Energy Standards are a major step toward meeting Zero Net Energy. Buildings permitted on or after January 1, 2020, must comply with the 2019 Standards. Compliance with Title 24 is mandatory at the time new building permits are issued by city and county governments. Additionally, in January 2010, the State of California adopted the California Green Building Standards Code (CalGreen) that establishes mandatory green building standards for all buildings in California. The code was subsequently updated in 2013. The code covers five categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and indoor environmental quality. Furthermore, the Project would also be consistent with the City's General Plan, which strives to promote development that is sustainable in its use of land and limits impacts on natural resources, energy, air and water.

For these reasons, this impact would be less than significant.

4.6.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.7 Geology and Soils

4.7.1 Environmental Setting

The Yreka area is located within Shasta Valley in Siskiyou County in central-northern California. Shasta Valley, extending northward from the north face of Mount Shasta, is a 340 square-mile basin that is a relatively flat-lying semi-arid plain punctuated by hundreds of hills, ridges, and small closed depressions (not connected by surface streams). The Shasta River drains northward through the valley to join the Klamath River near the Oregon border.

Shasta Valley lies between two geomorphic provinces, the Klamath Mountains on the west, and the Cascade Range on the east. Geomorphic provinces are naturally defined geologic regions that display a distinct landscape or landform. Eleven provinces are distinguished in California with each region displaying unique, defining features based on geology, faults, topographic relief and climate. The Klamath Mountains on the west are characterized by complexly folded and faulted metamorphic, sedimentary, volcanic, and ultramafic rocks of Paleozoic age and by marine sandstone and conglomerate of Cretaceous age. East of Shasta Valley the Cascade Range is dominated by Cenozoic age volcanic rock. The Cascade Range is a mountainous region famous for its chain of tall volcanoes that run north-south along the west coast of North America from British Columbia through Washington and Oregon to Shasta Mountain and Lassen Peak in northern California. The Cascades are part of the Pacific Ring of Fire, the ring of volcanoes around the Pacific Ocean. All of the known historic eruptions in the contiguous United States have been from volcanoes in the Cascade Range.

Geomorphic Setting

The Project site is located in the north-central portion of the Klamath Mountains geomorphic province of California. The Klamath Mountains have rugged topography with prominent peaks and ridges reaching 6,000-8,000 feet above sea level. In the western Klamath, an irregular drainage is incised into an uplifted plateau called the Klamath peneplain. The uplift has left successive benches with gold-bearing gravels on the sides of the canyons. The Klamath River follows a circuitous course from the Cascade Range through the Klamath Mountains. The province is considered to be a northern extension of the Sierra Nevada [CGS] 2002).

Site Soils

According to the USDA's National Resources Conservation Service (NRCS) via the Web Soil Survey database, the Project site is composed of one soil unit: Facey loam, 5 to 15 percent slopes, as shown in Table 4.7-1. The Web Soil Survey also identifies drainage, flooding, erosion, runoff, and the linear extensibility potential for the Project soils. According to this survey, the Project soil is well drained, has a moderate runoff potential, and has no potential for flooding. The Project site soil has a slight erosion potential and moderate linear extensibility (shrink-swell) (NRCS 2021).

Table 4.7-1. Project Area Soil Characteristics

Soil (Map Unit Symbol, Map Unit Name)	Percentage of Site	Drainage	Flooding Frequency Class	Frost Action[1]
152, Facey loam, 5 to 15 percent slopes	100%	Well drained	None	Moderate
	Runoff Potential[2]	**Linear Extensibility (Rating)[3]**	**Erosion Hazard (Off Road, Off Trail)[4]**	
152, Facey loam, 5 to 15 percent slopes	C (moderate)	4.3%, moderate	Slight	

Source: NRCS 2021

Notes:

1. Potential for frost action is the likelihood of upward or lateral expansion of the soil caused by the formation of segregated ice lenses (frost heave) and the subsequent collapse of the soil and loss of strength on thawing. Frost action occurs when moisture moves into the freezing zone of the soil. Frost heave and low soil strength during thawing cause damage to pavements and other rigid structures.
2. Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation.
   Group A: Soils having a high infiltration rate (low runoff potential) when thoroughly wet.
   Group B: Soils having a moderate infiltration rate when thoroughly wet.
   Group C: Soils having a slow infiltration rate when thoroughly wet.
   Group D: Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet.
3. Linear extensibility is used to determine the shrink-swell potential of soils. The shrink-swell potential is low if the soil has a linear extensibility of less than 3%, moderate if 3 to 6%, high if 6 to 9%, and very high if more than 9%. If the linear extensibility is more than 3, shrinking and swelling can cause damage to buildings, roads, and other structures and to plant roots. Special design commonly is needed.
4. The ratings are both verbal and numerical. The hazard is described as "slight," "moderate," "severe," or "very severe." A rating of "slight" indicates that erosion is unlikely under ordinary climatic conditions; "moderate" indicates that some erosion is likely and that erosion-control measures may be needed; "severe" indicates that erosion is very likely and that erosion-control measures, including revegetation of bare areas, are advised; and "very severe" indicates that significant erosion is expected, loss of soil productivity and offsite damage are likely, and erosion-control measures are costly and generally impractical.

Regional Seismicity and Fault Zones

In California, special definitions for active faults were devised to implement the Alquist-Priolo Earthquake Fault Zoning Act of 1972, which regulates development and construction in order to avoid the hazard of surface fault rupture. The State Mining and Geology Board established policies and criteria in accordance with the act. The board defined an active fault as one which has had surface displacement within Holocene time (about the last 11,000 years). A potentially active fault was considered to be any fault that showed evidence of surface displacement during Quaternary time (last 1.6 million years). Because of the large number of potentially active faults in California, the State Geologist adopted additional definitions and criteria in an effort to limit zoning to only those faults with a relatively high potential for surface rupture. Thus, the term sufficiently active was defined as a fault for which there was evidence of Holocene surface displacement. This term was used in conjunction with the term well-defined, which relates to the ability to locate a Holocene fault as a surface or near-surface feature (CGS 2011).

According to the Yreka General Plan, several faults are located in the Yreka area, as indicated by the *Fault Activity Map of California*. Some notable faults include the Greenhorn Fault north of the City and the Soap Creek Ridge Fault to the southwest. One small fault has been identified in the northwest section of the Planning Area near the Interstate 5-State Route 3 junction. None of these faults have shown evidence of

any activity within the last 1.6 million years. The nearest recently active fault to the City is the Cedar Mountain Fault Zone, located approximately 35 miles east in the Mt. Hebron - Macdoel area. The Cedar Mountain Fault has shown evidence of activity within the last 10,000 years (Yreka 2003). Therefore, the City of Yreka is at low risk of experiencing an earthquake. However, the City has adopted the California Building Code (CBC) and will require all buildings to meet the standards of this Code.

Paleontological Resources

A paleontological records search was completed using the University of California Museum of Paleontology (UCMP) Locality Search website on January 12, 2021. The search included a review of the institution's paleontology specimen collection records for Siskiyou County, including the Project area and vicinity. In addition, a query of the UCMP catalog records; a review of regional geologic maps from the CGS; a review of local soils data; and a review of existing literature on paleontological resources of Siskiyou County by ECORP. The purpose of the assessment was to determine the sensitivity of the Project area, whether or not known occurrences of paleontological resources are present within or immediately adjacent to the Project area, and whether or not implementation of the project could result in significant impacts to paleontological resources. Paleontological resources include mineralized (fossilized) or unmineralized bones, teeth, soft tissues, shells, wood, leaf impressions, footprints, burrows, and microscopic remains.

The results of the search of the UCMP indicated that 125 paleontological specimens were recorded from 53 identified localities and 72 unidentified localities in Siskiyou County. Paleontological resources include fossilized remains of plants, mammals, fish, mollusks, and microfossils. No paleontological resources have been previously recorded within or near the Proposed Project site (UCMP 2021).

4.7.2 Geology and Soils (VII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☒	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
iv) Landslides?	☐	☐	☒	☐

i) The Proposed Project site is not located within an Alquist-Priolo Earthquake Zone (CGS 2011). There would be no impact related to fault rupture.

ii) According to CGS' Earthquake Shaking Potential for California mapping, the Proposed Project site is located in an area with a low likelihood of experience ground shaking (CGS 2016). During most earthquakes, only weaker masonry buildings would be damaged. However, very infrequent earthquakes could still cause strong shaking in the area (CGS 2016). The Proposed Project includes the construction structures which could be affected by ground shaking. However, all structures would be required to comply with the 2019 CBC, including the required seismic mitigation standards. Because of the required compliance with the CBC seismic mitigation standards and the distance from active faults, the Proposed Project would have a less than significant impact related to strong ground shaking.

iii) Liquefaction occurs when loose sand and silt saturated with water behaves like a liquid when shaken by an earthquake. Liquefaction can result in the following types of seismic-related ground failure:

- Loss of bearing strength – soils liquefy and lose the ability to support structures
- Lateral spreading – soils slide down gentle slopes or toward stream banks
- Flow failures – soils move down steep slopes with large displacement
- Ground oscillation – surface soils, riding on a buried liquefied layer, are thrown back and forth by shaking
- Flotation – floating of light buried structures to the surface
- Settlement – settling of ground surface as soils reconsolidate
- Subsidence – compaction of soil and sediment

Liquefaction potential has been found to be greatest where the groundwater level and loose sands occur within a depth of about 50 feet or less. DOC provides mapping for area susceptible to liquefaction in California. According to this mapping, the Project site is not located in an area identified for the risk of liquefaction (CGS 2020). Additionally, all structures would be required to comply with the CBC, including any required liquefaction analysis. As such, the Proposed Project would result in less than significant impacts with regard to seismic-related ground failure, including liquefaction.

iv) The Project site is of minimal elevation gain and the site does not have steep hillsides or other formations susceptible to landslides during a seismic event. As such, the potential for landslides would be less than significant.

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b)	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐

As shown in Table 4.6-1, the Project soil has a slight erosion potential. The construction of the Project involving grading, excavation, and soil hauling, would disturb soils and potentially expose them to wind and water erosion. However, with the application of standard construction practices and regulatory requirements, soil erosion and loss of topsoil is not a concern. Erosion from stormwater runoff is controlled through adherence to the City's Stormwater Quality Management & Discharge Control Ordinance (Municipal Code Chapter 12.40), which requires any person performing construction in the City to prevent pollutants, including sediments, from leaving the construction site. Municipal Code Chapter 12.40 requires the preparation of a stormwater pollution prevention plan (SWPPP) in order to comply with the RWQCB's General Construction Storm Water Permit. The SWPPP will identify best management practices (BMPs) to be implemented on the Project site to minimize soil erosion and protect local waterways and existing drainage systems. Compliance with the State's General Construction Storm Water Permit would minimize soil erosion and loss of topsoil from Project implementation and would reduce this impact to a level of less than significant.

The Project will be subject to Municipal Code Chapter 12.40 during operations as well. The City of Yreka is a Phase II, Small MS4 (municipal separate storm sewer systems) permittee under the "Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges". The purpose and intent of this ordinance is to protect and enhance the water quality of watercourses, water bodies, and wetlands so that, to the maximum extent practicable, stormwater will not cause or contribute to any exceedances of water quality standards contained in the statewide Water Quality Control Plan, the California Toxics Rule, or in the North Coast RWQCB Basin Plan. These standards apply to sediments. Therefore, impacts would be less than significant.

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐

As discussed previously, the Project site has little potential for landslides.

Lateral spreading is a form of horizontal displacement of soil toward an open channel or other "free" face, such as an excavation boundary. Lateral spreading can result from either the slump of low cohesion and unconsolidated material or, more commonly, by liquefaction of either the soil layer or a subsurface layer underlying soil material on a slope, resulting in gravitationally driven movement. One indicator of potential lateral expansion is frost action. Potential for frost action is the likelihood of upward or lateral expansion of the soil caused by the formation of segregated ice lenses (frost heave) and the subsequent collapse of the soil and loss of strength on thawing (NRCS 2021). As indicated in Table 4.7-1, the Web Soil Survey identifies the Project site as having soils with moderate frost action potential. However, as discussed in Item a) iii) above, the Project site is not identified as susceptible to liquefaction. As such, the potential for impacts due to lateral spreading would be less than significant.

With the withdrawal of fluids, the pore spaces within the soils decrease, leading to a volumetric reduction. If that reduction is significant enough over an appropriately thick sequence of sediments, regional ground subsidence can occur. This typically only occurs within poorly lithified sediments and not within competent rock.[1] This can occur as a result of high-volume water, oil or gas extraction operations. No oil, gas, or high-volume water extraction wells are known to be present in the Project area. According to the USGS Areas of Land Subsidence in California webpage, the City of Yreka, including the Project site, is not located in an area of land subsidence (USGS 2021a). As such, the potential for impacts due to subsidence would be less than significant.

Collapse occurs when water is introduced to poorly cemented soils, resulting in the dissolution of the soil cementation and the volumetric collapse of the soil. In most cases, the soils are cemented with weak clay (argillic) sediments or soluble precipitates. This phenomenon generally occurs in granular sediments situated within arid environments. Collapsible soils will settle without any additional applied pressure when sufficient water becomes available to the soil. Water weakens or destroys bonding material between particles that can severely reduce the bearing capacity of the original soil. The collapse potential of the Project Area soil must be determined for consideration in the foundation design.

Because of the distance from active faults and the nature of the Project, the potential for that settlement/collapse at the site is considered unlikely. As such, there is a less than significant impact in this area.

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐

[1] The processes by which loose sediment is hardened to rock are collectively called lithification.

Expansive soils are types of soil that shrink or swell as the moisture content decreases or increases. Structures built on these soils may experience shifting, cracking, and breaking damage as soils shrink and subside or expand. Expansive soils can be determined by a soil's linear extensibility. There is a direct relationship between linear extensibility of a soil and the potential for expansive behavior, with expansive soil generally having a high linear extensibility. Thus, granular soils typically have a low potential to be expansive, whereas clay-rich soils can have a low to high potential to be expansive. The shrink-swell potential is low if the soil has a linear extensibility of less than three percent, moderate if three to six percent, high if six to nine percent, and very high if more than 9 percent. If the linear extensibility is more than three, shrinking and swelling can cause damage to buildings, roads, and other structures and to plant roots. As shown in Table 4.7-1, the Project site soil exhibits a linear extensibility value of 4.3 percent. Soils with linear extensibility of 4.3 percent correlate to having a moderate expansion potential. Despite the shrink-swell potential identified for Project site soils, standard procedures used in the construction of concrete footings as required by the California Building Code will reduce this potential impact. Furthermore, Section 15.04.100 of the Yreka Municipal Code requires all development projects to prepare a preliminary soils report, prepared by a civil engineer registered in this state and based upon adequate test borings, to be submitted to the City engineer or director of public works for every subdivision. Based on the determination of this soils report, the City requires proper remediation to rectify potential soil-related issue or situation. As such, the potential for the proposed project to be affected by expansive soils is less than significant.

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

The Project would connect to the City's wastewater collection and treatment plant. The proposed Project would not use a septic system or other wastewater disposal system.

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

A search of the UCMP failed to indicate the presence of paleontological resources on the Project site (UCMP 2021). Although paleontological resources sites were not identified in the Project site and the Project, in and of itself, does not include any construction activities, there is a possibility that unanticipated paleontological resources will be encountered during future projects and related ground-

disturbing activities. Therefore, impacts to unknown paleontological resources would be less than significant with incorporation of Mitigation Measure **GEO-1**.

4.7.3 Mitigation Measures

GEO-1: **Paleontological or Sensitive Geologic Resource Discovery.** If paleontological or other geologically sensitive resources are identified during any phase of development including roadway development and future developments on the Project site, the applicant shall cease operation at the site of the discovery and immediately notify the City of Yreka. The future Project proponent shall retain a qualified paleontologist to provide an evaluation of the find and to prescribe mitigation measures to reduce impacts to a less-than-significant level. In considering any suggested mitigation proposed by the qualified paleontologist, the City shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, land use assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the development site while mitigation for paleontological resources is carried out.

Timing/Implementation: *During construction*

Monitoring/Enforcement: *The City of Yreka*

4.8 Greenhouse Gas Emissions

4.8.1 Environmental Setting

Greenhouse Gas (GHG) emissions are released as byproducts of fossil fuel combustion, waste disposal, energy use, land use changes, and other human activities. This release of gases, such as carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and chlorofluorocarbons, creates a blanket around the earth that allows light to pass through but traps heat at the surface, preventing its escape into space. While this is a naturally occurring process known as the greenhouse effect, human activities have accelerated the generation of GHGs beyond natural levels. The overabundance of GHGs in the atmosphere has led to an unexpected warming of the earth and has the potential to severely impact the earth's climate system.

Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. CH_4 traps over 25 times more heat per molecule than CO_2, and N_2O absorbs 298 times more heat per molecule than CO_2. Often, estimates of GHG emissions are presented in carbon dioxide equivalents (CO_2e). Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted.

Regulatory Framework

CEQA-Level Thresholds of Significance

The Appendix G thresholds for GHG's do not prescribe specific methodologies for performing an assessment, do not establish specific thresholds of significance, and do not mandate specific mitigation measures. Rather, the CEQA Guidelines emphasize the lead agency's discretion to determine the

appropriate methodologies and thresholds of significance consistent with the manner in which other impact areas are handled in CEQA. With respect to GHG emissions, the CEQA Guidelines § 15064.4(a) states that lead agencies "shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" GHG emissions resulting from a project. The CEQA Guidelines note that an agency has the discretion to either quantify a project's GHG emissions or rely on a "qualitative analysis or other performance-based standards." (14 California Code of Regulations [CCR] 15064.4(b)). A lead agency may use a "model or methodology" to estimate GHG emissions and has the discretion to select the model or methodology it considers "most appropriate to enable decision makers to intelligently take into account the Project's incremental contribution to climate change." (14 CCR 15064.4(c)). Section 15064.4(b) provides that the lead agency should consider the following when determining the significance of impacts from GHG emissions on the environment:

1. The extent a project may increase or reduce GHG emissions as compared to the existing environmental setting.

2. Whether the Project emissions exceed a threshold of significance that the lead agency determines applies to the Project.

3. The extent to which the Project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions (14 CCR 15064.4(b)).

In addition, Section 15064.7(c) of the CEQA Guidelines specifies that "[w]hen adopting or using thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence" (14 CCR 15064.7(c)). The CEQA Guidelines also clarify that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis (see CEQA Guidelines § 15130(f)). As a note, the CEQA Guidelines were amended in response to SB 97. In particular, the CEQA Guidelines were amended to specify that compliance with a GHG emissions reduction plan renders a cumulative impact insignificant.

The local air quality agency regulating the Siskiyou County portion of the NPAB is the SCAPCD. Significance thresholds for GHG emissions resulting from land use development projects have not been established in Siskiyou County. In the absence of any GHG emission significance thresholds, the projected emissions are compared to the South Coast Air Quality Management District's recommended threshold of 3,000 metric tons of CO_2e annually. While significance thresholds used in Southern California are not binding in the County or Yreka, they are instructive for comparison purposes. The Project would be considered to have a significant impact if the projected emissions would surpass 3,000 metric tons of CO_2e annually. This threshold is based on evidence that 90 percent of CO_2e emissions are from CEQA projects that exceed 3,000 metric tons CO_2e per year. The 3,000 metric tons of CO_2e per year value is typically used in defining small projects within an air basin that are considered less than significant because it represents less than one percent of future 2050 statewide GHG emissions target and the lead

agency can provide more efficient implementation of CEQA by focusing its scarce resources on the top 90 percent. Land use projects above the 3,000 metric tons of CO_2e per year level would fall within the 90 percent of largest projects that are worth mitigating without wasting scarce financial, governmental, physical and social resources. Both cumulatively and individually, projects that generate less than 3,000 metric tons CO_2e per year have a negligible contribution to overall emissions.

4.8.2 Greenhouse Gas Emissions (VIII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐

Construction-Generated Greenhouse Gas Emissions

Construction-related activities that would generate GHG emissions include worker commute trips, haul trucks carrying supplies and materials to and from the Project site, and off-road construction equipment (e.g., dozers, loaders, excavators). Table 4.8-1 illustrates the specific construction generated GHG emissions that would result from construction of the proposed Project. Once construction is complete, the generation of these GHG emissions would cease.

The projected GHG emissions were estimated by ECORP Consulting, Inc. using the California Emissions Estimator Model (CalEEMod) version 2016.3.2. Projected GHGs from construction have been quantified, amortized over the life of the proposed Project (estimated at 30 years), and added to the annual average operational emissions. Table 4.8-1 summarizes the direct and indirect annual GHG emissions level associated with the proposed Project.

Table 4.8-1. Construction-Related Greenhouse Gas Emissions

Emissions Source	CO2e (Metric Tons/Year)
Year 2022	626
Year 2022	134
Project Construction Total Emissions	**760**

Source: CalEEMod version 2016.3.2. Refer to Appendix A for Model Data Outputs.

As shown in Table 4.8-1, Project construction would result in the generation of approximately 760 metric tons of CO_2e over the course of 2 years of construction. Once construction is complete, the generation of these GHG emissions would cease. Total construction GHG emissions have been amortized over the estimated life of a project, considered 30 years, and added to the annual average operational emissions. The amortized construction emissions are added to the annual average operational emissions of the proposed Project.

Operation-Generated Greenhouse Gas Emissions

Operation of the Project would result in an increase in GHG emissions primarily associated with motor vehicle trips and onsite energy sources. Long-term operational GHG emissions attributed to the Project are identified in Table 4.8-2.

Table 4.8-2. Operational-Related Greenhouse Gas Emissions

Emissions Source	CO_2e (Metric Tons/Year)
Construction Emissions (amortized over the 30-year life of the Project)	25
Area Source	0
Energy	156
Mobile	1,283
Waste	59
Water	9
Total Emissions	**1,532**

Source: CalEEMod version 2016.3.2. Refer to Appendix A for Model Data Outputs.
Notes: Operational emissions were calculated using a combination of model defaults for the County and an estimated Project trip generation rate of 511 average daily trips (GHD 2019).

As shown in Table 4.8-2, the total amount of Project-related GHG emissions from direct and indirect sources combined would total 1,532 metric tons of CO_2e annually.

This impact would be less than significant as no thresholds of significance have been established by the City of Yreka or the SCAPCD and the projected emissions do not surpass 3,000 metric tons of CO_2e annually.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

The City of Yreka does not currently have an adopted plan for the purpose of reducing GHG emissions. However the State of California promulgates several mandates and goals to reduce statewide GHG emissions, including the goal to reduce statewide GHG emissions to 40 percent below 1990 levels by the year 2030 and 80 percent below 1990 levels by the year 2050 (Senate Bill (SB) 32). The proposed Project is subject to compliance with SB 32. The proposed Project generated GHG emissions would not surpass GHG significance thresholds, which were prepared with the purpose of complying with these requirements. As a result, the Project would not conflict with applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases and no impact would occur.

4.8.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.9 Hazards and Hazardous Materials

4.9.1 Environmental Setting

A material is considered hazardous if it appears on a list of hazardous materials prepared by a federal, state, or local agency or if it has characteristics defined as hazardous by such an agency. A hazardous material is defined by the California Health and Safety Code, § 25501 as follows:

> "Hazardous material" means any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. "Hazardous materials" include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

A hazardous material is defined in Title 22, Section 662601.10, of the CCR as follows:

> A substance or combination of substances which, because of its quantity, concentration, or physical, chemical or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed.

The release of hazardous materials into the environment could potentially contaminate soils, surface water, and groundwater supplies.

Most hazardous materials regulation and enforcement in Siskiyou County is managed by the Siskiyou County Environmental Health Division (Division). The Division is charged with the responsibility of enforcement of pertinent California health laws, rules, regulations, and Siskiyou County Ordinances and is responsible for responding to incidents involving any release or threatened release of hazardous materials. Threats to people, property and the environment are assessed, and remedial action procedures are conducted under the supervision of a Registered Environmental Health Specialist. The Division is also responsible for requiring all business that use hazardous materials to comply with the State-required hazardous materials business plan submittal and registration with the California Environmental Reporting System.

Under Government Code § 65962.5, both the California Department of Toxic Substance Control (DTSC) and the State Water Resources Control Board (SWRCB) are required to maintain lists of sites known to have hazardous substances present in the environment. Both agencies maintain up-to-date lists on their websites. A search of the DTSC (2021) and the SWRCB (2021) identified no open cases of hazardous waste violations on the Project site. A search of the DTSC list identified one open case of hazardous waste

violations within 0.5 mile of the Project site identified as Old Coal Gas Plant SV-SH-YRK-2 on East Lennox Street. A search of the SWRCB list identified no open cases for a leaking underground storage tank (LUST) cleanup site within 0.5 mile from the Project site. The Proposed Project would not impact ongoing remediation efforts at any cleanup sites nor cause upset of hazardous materials.

4.9.2 Hazards and Hazardous Materials (IX) Environmental Checklist and Discussion

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐

Businesses that sell and store hazardous materials are subject to the Hazardous Material Business Plan program, which is regulated by the Siskiyou County Environmental Health Division of the Public Health Department as part of the Certified Unified Program. The program requires the preparation of a document that provides an inventory of hazardous materials on-site, emergency plans and procedures in the event of an accidental release, and training for employees on safety procedures for handling hazardous materials and what to do in the event of a release or threatened release. These plans are routine documents that are intended to disclose the presence of hazardous materials and provide information on what to do if materials are inadvertently released.

Potential construction-related hazards could be created during the course of construction at the site due to use of hazardous materials, given that construction activities involve the use of heavy equipment, which uses small and incidental amounts of oils and fuels and other potentially flammable substances. The level of risk associated with the accidental release of hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials used during construction. The construction contractor would be required to use standard construction controls and safety procedures that would avoid and minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, state, and federal law.

The Project includes the construction of a gasoline and diesel service station. The service station would require the installation of new fueling stations and underground and above-ground storage tanks to store gasoline and diesel fuel at the site. Typical incidents that could result in accidental release of hazardous materials involve LUSTs, spills during transport, inappropriate storage, inappropriate use, and/or natural disasters. If not remediated immediately and completely, these and other types of incidents could cause toxic fumes and contamination of soil, surface water, and groundwater. Depending on the nature and extent of the contamination, groundwater supplies could become unsuitable for use as a domestic water source. Human exposure to contaminated soil or water could have potential health effects depending on a variety of factors, including the nature of the contaminant and the degree of exposure.

The Project is subject to routine inspection by federal, state, and local regulatory agencies with jurisdiction over fuel-dispensing facilities. For instance, California Health and Safety Code Section 25290.1(a) mandates that all fuel storage tanks installed after 2004 meet durability, structural integrity, and size requirements to greatly reduce the likelihood of hazardous waste leakage or combustion. The applicant is also required to comply with applicable provisions of Title 49 CFR Parts 100–185 and all amendments through December 9, 2005 (Hazardous Materials Regulations). Hazardous materials must be stored in designated areas designed to prevent accidental release to the environment. CBC requirements prescribe safe accommodations for materials that present a moderate explosion hazard, high fire or physical hazard, or health hazards. For instance, the underground storage tanks would consist of double-walled, fiberglass fuel storage tanks with leak detection sensors.

The gasoline would need to be transported in via truck. This is a routine procedure that is not expected to impose excessive risk. The Project would be required to comply with the California Vehicle Code Section 31303, which requires that hazardous materials be transported using routes with the lowest travel time. CVC Section 31303 further prohibits the transportation of hazardous materials through residential neighborhoods.

Other permitted uses would not be expected to generate significant amounts of hazardous material, and only a minimal amount of routine day-to-day hazardous materials would be expected to be stored onsite. These materials would be used, stored, and disposed in accordance with existing regulations and product labeling and would not create a significant hazard to the public or to the environment. Therefore, long-term impacts associated with handling, storing, and dispensing of hazardous materials would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐

As discussed in Issue a), the Project would not result in the routine transport, use, disposal, handling, or emission of any hazardous materials that would create a significant hazard to the public or the environment. Any use of hazardous materials would require the hazardous materials to be utilized, stored, and transported pursuant to state and federal safety regulations. Therefore, the Project would have a less than significant impact in this area.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐

Although several schools are located in the City of Yreka, no schools are located within 0.25 mile of the Project site. As explained under items a and b above, hazardous materials used for construction will be stored, used, and transported in compliance with applicable label directions and laws. The Proposed Project is not expected to emit hazardous emissions due to use of hazardous materials during construction and any use of hazardous materials during operation would be done in compliance with state and federal safety regulations. Therefore, the Project will have a less than significant impact in this area.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒

Under Government Code § 65962.5, both the DTSC and the SWRCB are required to maintain lists of sites known to have hazardous substances present in the environment. Both agencies maintain up-to-date lists on their websites. A search of the DTSC and SWRCB lists identified that the Proposed Project site is not located on a hazardous materials site. As such, the Project will have no impact in this area.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the Project Area?	☐	☐	☐	☒

Montague-Yreka Airport, the nearest airport to the Project site, public-use airport located 4.25 miles east of the Project site. Therefore, the Project site is more than 2 miles from a public or private airport. No impact would occur.

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒

Yreka is located in the Operational Area of the Siskiyou County Office of Emergency Services. A standardized emergency management system (SEMS) program is in place between the City and the Office of Emergency Services. A local emergency plan guides local response to emergencies and local emergency management and is conducted under the direction of the City of Yreka Police Department. The Proposed Project would not obstruct evacuation routes or access to critical emergency facilities. No impact would occur.

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

The risk of wildfire is related to a variety of parameters, including fuel loading (vegetation), fire weather (winds, temperatures, humidity levels and fuel moisture contents), and topography (degree of slope). Steep slopes contribute to fire hazard by intensifying the effects of wind and making fire suppression difficult. Fuels such as grass are highly flammable because they have a high surface area to mass ratio and require less heat to reach the ignition point, while fuels such as trees have a lower surface area to mass ratio and require more heat to reach the ignition point.

The California Department of Forestry and Fire Prevention (CAL FIRE) Very High Fire Hazard Severity Zones in a State Responsibility Area map identifies the Project site as not being located in a Fire Hazard Severity Zone (FHSZ,) (CAL FIRE 2009). The Project is located in an urbanized area not considered susceptible to wildland fire. The Project would not result in the potential for wildfire impacts. The Project would have no impact in this area.

4.9.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.10 Hydrology and Water Quality

4.10.1 Environmental Setting

Regional Hydrology

Surface Water

The Project site is located in the Middle Yreka Creek watershed (CALFIRE 2020). Yreka is within the Yreka Creek subwatershed that drains to the Shasta River. Yreka Creek and Shasta River are a part the Klamath River watershed. The Yreka Creek subwatershed has a drainage area of 33,453 acres and about 105 miles of active stream channel. The Yreka Creek subwatershed was subdivided into 7 drainages and 66 sub-drainages (Yreka 2016). The main channels of Yreka Creek and tributaries were also named for planning purposes. Seven watersheds drain to the creek: Upper Yreka Creek, Middle Yreka Creek, Lower Yreka Creek, Greenhorn Creek, Upper Humbug Creek, Lower Humbug Creek, and Juniper Creek.

Yreka Creek and its tributaries are part of the Klamath River Basin Hydrologic Unit. The Klamath River Basin covers 10.5 million acres in southern Oregon and northern California. The Klamath River, which starts in Oregon, travels for approximately 250 miles through California before flowing into the Pacific Ocean near Crescent City (Yreka 2016).

The Shasta River watershed is an important cold-water tributary to the Klamath River Basin. The watershed encompasses over 790 square miles and includes over 120 miles of streams. The Shasta River originates from snowmelt in the Scott Mountains on the western side of the basin, while receiving substantial spring flows from Mount Shasta on the eastern side. The Shasta River flows north, then northwest, approximately 50 miles before entering the Klamath River. The Shasta River is impounded by Dwinnell Dam at river mile 40.6. Primary tributaries are Parks Creek, Big Springs Creek, Willow Creek, Little Shasta River, and Yreka Creek. Accretion from tributaries and springs, combined with agricultural diversion and return flows, contribute to a complex annual flow regime seasonally and longitudinally (Yreka 2016).

Groundwater

The Project site is located adjacent to, although no within the mapped boundaries of, the Shasta Valley Groundwater Basin, which is part of the North Coast Hydrologic Region (DWR 2021). The groundwater basin has a surface area of 56,640 acres (DWR 2004). The Shasta Valley Groundwater Basin is located along the west side of Shasta Valley and consists of Quaternary terrace deposits and alluvium. In the vicinity of Montague, the basin trends to the northeast and largely consists of older alluvium. The basin is bounded on the west by Paleozoic metamorphic and sedimentary rocks and Mesozoic intrusive rocks of the Klamath Mountains. On the east, from the southern extents of the basin north to Montague, the basin is bounded by a debris avalanche from ancestral Mount Shasta (DWR 2004). Little Shasta Valley is bounded by the debris avalanche and Holocene Plutos Cave basalt to the south, and Eocene to Miocene volcanic rocks of the western Cascades to the east and north, which also separates Little Shasta Valley from the Shasta Valley Basin located north of Montague. Annual precipitation in the basin is estimated to be 13 to 25 inches, increasing to the south (DWR 2004).

Project Site Hydrology and Onsite Drainage

The Project site is located on relatively level terrain situated at an elevational range between 2,630 and 2,660 feet AMSL. The Project site contains no wetlands or features classified as other waters (ECORP 2021a).

The average winter low temperature in the vicinity of the Study Area is 25.8 degrees Fahrenheit (˚F) and the average summer high temperature is 88.4˚F. Average annual precipitation is approximately 19.95 inches (NOAA 2021). The average August temperature in summer is 90°F and 54°F which is the hottest time of year. December is the average coldest time of year in Yreka. Temperatures average between 43°F and 28°F . In the Project Area, the rainy period of the year lasts for 9.3 months, from September 13 to June 21, with a sliding 31-day rainfall of at least 0.5 inches. The most rain falls during the 31 days centered around December 10, with an average total accumulation of 5.0 inches. The rainless period of the year lasts for 2.7 months, from June 21 to September 13. The least rain falls around July 31, with an average total accumulation of 0.2 inches (Weather Spark 2021).

As mapped by the FEMA (2011) FIRM Flood Insurance Rate Map, the Project site is in Flood Zone X, indicating that the site is an area of minimal flood hazard. Flood Zone X includes areas outside the Special Flood Hazard Area (SFHA) and higher than the elevation of the 0.2-percent-annual-chance flood (FIRM Maps 06093C1557D and 06093C1600D).

4.10.2 Hydrology and Water Quality (X) Environmental Checklist and Discussion

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐

In accordance with National Pollutant Discharge Elimination System (NPDES) regulations, the State of California requires that any construction activity affecting one acre or more, or discharges from smaller sites that are part of a larger common plan of development or sale, obtain a General Construction Activity Stormwater Permit (General Permit) to minimize the potential effects of construction runoff on receiving water quality. As described previously, the Project may result in development of a gasoline and diesel fueling stations, convivences store, restaurants, bar and truck shop showers, and other areas of construction over a 4.77-acre site. As such, the Proposed Project would require attainment of a General Permit and the implementation of a SWPPP with minimum BMPs. Performance standards for obtaining and complying with the General Permit are described in NPDES General Permit No. CAS000002, Waste Discharge Requirements, Order No. 2009-0009-DWQ.

There is potential for the proposed Project to result in degradation of water quality during both the construction and operational phases. Polluted runoff from the Project site during construction and operation could include sediment from soil disturbances, oil and grease from construction equipment, and pesticides and fertilizers from landscaped areas. The greatest potential source of

water contaminants from the proposed development would be from erosion related to construction and from surface pollutants associated with the impervious surfaces on-site following completion of construction. This degradation could result in violation of water quality standards.

Stormwater runoff and associated pollutants are controlled through adherence to the City's Stormwater Quality Management & Discharge Control Ordinance (Municipal Code Chapter 12.40), which requires projects in Yreka to prevent pollutants from leaving the project site. As previously described, Municipal Code Chapter 12.40 requires the preparation of a SWPPP in order to comply with the RWQCB's General Construction Storm Water Permit. The SWPPP must be prepared pursuant to RWQCB standards and is subject to RWQCB review for each phase of the Project. The SWPPP will include measures designed to reduce or eliminate erosion and runoff into waterways. Best management practices include wattles, covering of stockpiles, silt fences, and other physical means of slowing stormwater flow from the graded areas to allow sediment and pollutants to settle before entering stormwater channels. The method used would be described in the SWPPP and may vary depending on the circumstances of construction.

The City of Yreka is a Phase II, Small MS4 (municipal separate storm sewer systems) permittee under the "Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges". Municipal Code Chapter 12.40 seeks to protect and enhance the water quality of watercourses, water bodies, and wetlands so that, to the maximum extent practicable, stormwater will not cause or contribute to any exceedances of water quality standards contained in the statewide Water Quality Control Plan, the California Toxics Rule, or in the North Coast RWQCB Basin Plan. The proposed Project includes four stormwater retention basins. All stormwater flowing from the Project's parking lot and new building would flow into one of these basins. The basins would be designed to retain all stormwater from the Project and therefore prevent the possibility of Project stormwater flows into any waterways.

Because of these standard procedures and the requirement to prepare a SWPPP, Project impacts to water quality would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐

The Proposed Project would receive water from the City's municipal water supply, which is sourced from surface water, and would not involve drilling a new well to serve the site. The Project would result in an increase in impervious surfaces, specifically 12,300 square feet of a new building and approximately 180,000 square feet of paved/concrete surface area. Currently, this area is vacant land and allows water to percolate into the groundwater basin. The actual absorption rate on the

proposed site is unknown and whether or not this water actually penetrates the groundwater basin or flows off-site is also unknown. One item of note is that while the project is near an identified groundwater basin (Shasta Valley), it is not within the boundaries of this basin. Upon completion, all Project stormwater runoff will be directed to an existing stormwater detention basin located southwest of the site. This detention basin was designed to meet the stormwater detention needs for PUD 5-98, including the Project site. Despite this increase in impervious surfaces, the addition of these surfaces would not interfere with groundwater recharge. All stormwater flow from the site would flow into the stormwater detention basin and this basin would allow water to percolate into the groundwater basin and not flow off-site. Further, the Project provides 26,000 square feet of landscaping which may assist in groundwater recharge. Therefore, the addition of the impervious surfaces would not significantly interfere with groundwater recharge, as there are sufficient groundwater recharge elements included in the development of the site. The Project would have a less than significant impact in this area.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner that would:	☐	☐	☒	☐
i) result in substantial erosion or siltation on- or offsite;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
(iv) impede or redirect flood flows?	☐	☐	☐	☒

i-iii)

No creeks, streams or rivers exist on or nearby the Project site. As such, siltation of on- or offsite waterways would not occur.

The Project construction activities would result in soil disturbances of at least one acre of total land area. As such, an NPDES Construction General Permit would be required prior to the start of construction.

Excavation and grading activities associated with the Proposed Project will reduce vegetative cover and expose bare soil surfaces making these surfaces more susceptible to erosion. To comply with the requirements of the NPDES Construction General Permit, the Project will be required to file an NOI with the State of California and submit a SWPPP defining BMPs for construction and post-construction-related control of the Proposed Project site runoff and sediment transport. Requirements for the SWPPP include incorporation of both erosion and sediment control BMPs. SWPPPs generally include the following applicable elements:

- Diversion of offsite runoff away from the construction area
- Prompt revegetation of proposed landscaped areas
- Perimeter straw wattles or silt fences and/or temporary basins to trap sediment before it leaves the site
- Regular sprinkling of exposed soils to control dust during construction during the dry season
- Installation of a minor retention basin(s) to alleviate discharge of increased flows
- Specifications for construction waste handling and disposal
- Erosion control measures maintained throughout the construction period
- Preparation of stabilized construction entrances to avoid trucks from imprinting debris on city roadways
- Contained wash out and vehicle maintenance areas
- Training of subcontractors on general construction area housekeeping
- Construction scheduling to minimize soil disturbance during the wet weather season
- Regular maintenance and storm event monitoring.

Note that the SWPPP is a "live" document and should be kept current by the person responsible for its implementation. Preparation of, and compliance with a required SWPPP would effectively prevent Proposed Project onsite erosion and sediment transport offsite. This will reduce potential runoff, erosion, and siltation associated with construction and operation of the Proposed Project. The effects of the Proposed Project on- and offsite erosion and siltation, therefore, would be less than significant.

Implementation of the Proposed Project would not result in the substantial increase of the rate or amount of surface runoff in a manner that would result in flooding on- or offsite. As discussed previously, all stormwater runoff would be directed into an existing stormwater detention basin designed to collect and detain stormwater runoff for the entire PUD 5-98 site. As such, the drainage pattern at the Project site, as well as surface runoff conditions after implementation of the Proposed Project, would not result in on- or offsite flooding. Therefore, the Proposed Project would have a less than significant impact on causing flooding on- or offsite.

See discussion of Issues i) and ii), above. No existing or planned stormwater drainage systems occur on or adjacent to the site. The Proposed Project would involve changes to the amount of onsite impervious surfaces potentially increasing the amount of onsite runoff. However, any stormwater flowing from these structures would be routed into Project drainage facilities and would be absorbed into the ground naturally.

Polluted runoff from the Project site during construction and operation could include sediment from soil disturbances, oil and grease from construction equipment, and gross pollutants such as trash and debris. Compliance with NPDES permit requirements would ensure that BMPs would be implemented during the construction phase to effectively minimize excessive soil erosion and sedimentation and eliminate non-stormwater discharge offsite. As required by law, BMPs would be included as part of the Proposed Project to ensure that potentially significant impacts are reduced to less than significant levels. Therefore, impacts associated with stormwater volumes and polluted runoff during the construction of the Proposed Project would be less than significant.

Activities associated with operation of the Proposed Project are not expected to generate substances that can degrade the quality of water runoff. While potential impacts could result from vehicles and other users at the Proposed Project site during operation, all potential impacts to water quality would be reduced by stormwater pollution control measures and wastewater discharge BMPs required at the Project site as a part of Project development and operation. Therefore, impacts during operation would be considered less than significant.

iv)

FEMA flood hazard maps (Maps 06093C1557D and 06093C1600D) shows that the Project site is in unshaded Zone X. The Project site is not located within a flood zone. Therefore, implementation of The Proposed Project will not have an impact related to impeding or redirecting flood flows

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒

The Project site is not located near an ocean or large body of water with potential for seiche or tsunami. The Project site is not located within a dam inundation area. As such, damage due to a seiche, a seismic-induced wave generated in a restricted body of water would not occur and the Project would not release pollutants due to inundation. The Project would have no impact in this area.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

In Siskiyou County, the Siskiyou County Groundwater Sustainability Agency (GSA) is the entity responsible for the implementation of the Sustainable Groundwater Management Act (SGMA). The Siskiyou County Flood Control and Water Conservation District is responsible for development of the Groundwater Sustainability Plan (GSP) in the Shasta Valley Groundwater Basin. This plan is currently being created and the Siskiyou County GSA identifies an anticipated completion date in November 2021 (Siskiyou County 2020). Based on mapping provided by DWR, the Project site is not located within the boundaries of a groundwater basin (DWR 2021). The Project would not conflict with or obstruct implementation of the GSP. As such, the Project would have no impact on the implementation of the groundwater management plan.

4.10.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.11 Land Use and Planning

4.11.1 Environmental Setting

The Project site consists of a currently undeveloped 4.77-acre field situated south of Montague Road, south and west of other undeveloped land, and just east of an existing hotel and north of an existing RV park, as illustrated in *Figure 3*.

The Project includes an amendment of an approved PUD and CUP to allow the change from a "quick service and full service restaurant" to a convenience store, fueling stations, food court with several restaurants, a bar, an exterior patio, laundry, showers, restrooms, and a truck shop.

4.11.2 Land Use and Planning (XI) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒

As discussed above, there are existing commercial uses west and south of the Proposed Project. There is not and established community in the Project area. As such, the Proposed Project would have no impact in this area.

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b)	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

As explained above, the Project would require an amendment to an approved PUD and CUP. All development would be required by the City to comply with the requirements of the General Plan including any policies adopted to protect the environment. As analyzed in each section of this IS/MND, the Project would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. No impact would occur.

4.11.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.12 Mineral Resources

4.12.1 Environmental Setting

The state-mandated Surface Mining and Reclamation Act of 1975 requires the identification and classification of mineral resources in areas within the State subject to urban development or other irreversible land uses that could otherwise prevent the extraction of mineral resources. These designations categorize land as Mineral Resource Zones (MRZs, *MRZ-1* through *MRZ-4*).

Neither the City, Mineral Resources Data System, nor the California DOC Division of Mine Reclamation (DMR), identify the Project site as a mineral resource zone (DMR 2021, USGS 2021b).

4.12.2 Mineral Resources (XII) Environmental Checklist and Discussion

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒

As discussed above, neither Siskiyou County nor DMR identify the Project site as having the mineral resources. Therefore, the Project would have no impact in this area.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

The Project site is not identified as a mineral resource recovery site by Siskiyou County or DMR. There would be no impact in this area.

4.12.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.13 Noise

4.13.1 Noise Fundamentals

Noise is generally defined as sound that is loud, disagreeable, or unexpected. The selection of a proper noise descriptor for a specific source is dependent on the spatial and temporal distribution, duration, and fluctuation of the noise. The noise descriptors most often encountered when dealing with traffic, community, and environmental noise include the average hourly noise level (in L_{eq}) and the average daily noise levels/community noise equivalent level (in L_{dn}/CNEL). The L_{eq} is a measure of ambient noise, while the L_{dn} and CNEL are measures of community noise. Each is applicable to this analysis and defined as follows:

- **Equivalent Noise Level (L_{eq})** is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
- **Day-Night Average (L_{dn})** is a 24-hour average L_{eq} with a 10-dBA "weighting" added to noise during the hours of 10:00 pm to 7:00 am to account for noise sensitivity in the nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.4 dBA L_{dn}.
- **Community Noise Equivalent Level (CNEL)** is a 24-hour average L_{eq} with a 5-dBA weighting during the hours of 7:00 pm to 10:00 pm and a 10-dBA weighting added to noise during the hours of 10:00 pm to 7:00 am to account for noise sensitivity in the evening and nighttime, respectively.

Noise can be generated by a number of sources, including mobile sources, such as automobiles, trucks and airplanes, and stationary sources, such as construction sites, machinery, and industrial operations. Sound spreads (propagates) uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately 6 dB for each doubling of distance from a stationary or point

source. Sound from a line source, such as a highway, propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of approximately 3 dB for each doubling of distance from a line source, such as a roadway, depending on ground surface characteristics (Federal Highway Administration [FHWA] 2011). No excess attenuation is assumed for hard surfaces like a parking lot or a body of water. Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed. For line sources, an overall attenuation rate of 3 dB per doubling of distance is assumed (FHWA 2011).

Noise levels may also be reduced by intervening structures; generally, a single row of detached buildings between the receptor and the noise source reduces the noise level by about 5 dBA (FHWA 2006), while a solid wall or berm generally reduces noise levels by 10 to 20 dBA (FHWA 2011). However, noise barriers or enclosures specifically designed to reduce site-specific construction noise can provide a sound reduction 35 dBA or greater (WEAL 2000). To achieve the most potent noise-reducing effect, a noise enclosure/barrier must physically fit in the available space, must completely break the "line of sight" between the noise source and the receptors, must be free of degrading holes or gaps, and must not be flanked by nearby reflective surfaces. Noise barriers must be sizable enough to cover the entire noise source and extend lengthwise and vertically as far as feasibly possible to be most effective. The limiting factor for a noise barrier is not the component of noise transmitted through the material, but rather the amount of noise flanking around and over the barrier. In general, barriers contribute to decreasing noise levels only when the structure breaks the "line of sight" between the source and the receiver.

The manner in which older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows (Caltrans 2002). The exterior-to-interior reduction of newer residential units is generally 30 dBA or more (Harris Miller, Miller & Hanson Inc. [HMMH] 2006).

Sensitive Noise Receptors

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as parks, historic sites, cemeteries, and recreation areas are considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses.

The Project site is surrounded by undeveloped vacant land to the south with a storage facility and hardware store beyond, the Yreka RV Park to the southwest, vacant land, a drainage basin, and large lot single family uses to the west with Interstate 5 beyond, a Hilton Express Hotel to the northwest with Interstate 5 beyond, and SR 3 (Montague Road) to the northeast with vacant land beyond. There are noise-sensitive land uses in the Project vicinity. The hotel to the northwest and RV park to the southwest are land uses where low interior noise levels are essential. Additionally, there is a single-family residence to the west of the Project site with a property line measuring approximately 660 feet west of the Project site.

Existing Ambient Noise Environment

The Project area is impacted by traffic noise generated on Interstate 5 and SR 3. Vehicular traffic noise varies with the volume, speed, and type of traffic. Slower traffic produces less noise than fast-moving traffic. Trucks typically generate more noise than cars. Infrequent or intermittent noise also is associated with vehicles including sirens, vehicle alarms, slamming of doors, garbage and construction vehicle activity, and honking of horns. Existing ambient noise conditions onsite are also influenced by trains on the nearby Yreka Western Railroad (YWRR) track (approximately 714 feet south of the Project site center) . Trains intermittently pass by the Project site, where noise generated by freight rail is primarily generated by the train's steel wheels rolling on steel rails. This rolling noise increases in direct proportion to increases in train speed, and also increases substantially when impacts occur as train wheels traverse the rail gaps and joints of special trackwork for crossovers and turnouts.

The American National Standards Institute (ANSI) Standard 12.9-2013/Part 3 "Quantities and Procedures for Description and Measurement of Environmental Sound – Part 3: Short-Term Measurements with an Observer Present" provides a table of approximate background sound levels in L_{dn}, daytime L_{eq}, and nighttime L_{eq}, based on land use and population density. The ANSI standard estimation divides land uses into six distinct categories. Descriptions of these land use categories, along with the typical daytime and nighttime levels, are provided in Table 4.13-1. At times, one could reasonably expect the occurrence of periods that are both louder and quieter than the levels listed in the table. ANSI notes, "*95% prediction interval [confidence interval] is on the order of +/- 10 dB*." The majority of the Project area would be considered ambient noise Category 2 or 3.

Table 4.13-1. ANSI Standard 12.9-2013/Part 3 A-weighted Sound Levels Corresponding to Land Use and Population Density

Category	Land Use	Description	People per Square Mile	Typical L_{dn}	Daytime L_{eq}	Nighttime L_{eq}
1	Noisy Commercial & Industrial Areas and Very Noisy Residential Areas	Very heavy traffic conditions, such as in busy, downtown commercial areas; at intersections for mass transportation or for other vehicles, including elevated trains, heavy motor trucks, and other heavy traffic; and at street corners where many motor buses and heavy trucks accelerate.	63,840	67 dBA	66 dBA	58 dBA
2	Moderate Commercial & Industrial Areas and Noise Residential Areas	Heavy traffic areas with conditions similar to Category 1, but with somewhat less traffic; routes of relatively heavy or fast automobile traffic, but where heavy truck traffic is not extremely dense.	20,000	62 dBA	61 dBA	54 dBA
3	Quiet Commercial, Industrial Areas and Normal Urban & Noisy Suburban Residential Areas	Light traffic conditions where no mass transportation vehicles and relatively few automobiles and trucks pass, and where these vehicles generally travel at moderate speeds; residential areas and commercial streets, and intersections, with little traffic compose this category.	6,384	57 dBA	55 dBA	49 dBA
4	Quiet Urban & Normal Suburban Residential Areas	These areas are similar to Category 3, but for this group, the background is either distant traffic or is unidentifiable; typically, the population density is one-third the density of Category 3.	2,000	52 dBA	50 dBA	44 dBA
5	Quiet Residential Areas	These areas are isolated, far from significant sources of sound, and may be situated in shielded areas, such as a small wooded valley.	638	47 dBA	45 dBA	39 dBA
6	Very Quiet Sparse Suburban or rural Residential Areas	These areas are similar to Category 4 but are usually in sparse suburban or rural areas; and, for this group, there are few if any nearby sources of sound.	200	42 dBA	40 dBA	34 dBA

Source: The American National Standards Institute (ANSI) 2013

In order to calculate existing ambient noise levels in the Project area as a result of traffic noise, a dominate source of noise in the vicinity, existing roadway noise levels were calculated for SR 3 (Montague Road), which traverses the northeast boundary of the Project site, as well as Interstate 5 located approximately 580 feet from the Project at the nearest. Existing roadway noise levels were calculated using the FHWA Highway Traffic Noise Prediction Model (FHWA-RD-77-108) and traffic volumes from GHD Traffic

Engineers (2019) and Caltrans (2020). The model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average vehicle noise rates (energy rates) used in the FHWA model have been modified to reflect average vehicle noise rates identified for California by Caltrans. The Caltrans data shows that California automobile noise is 0.8 to 1.0 dBA higher than national levels and that medium and heavy truck noise is 0.3 to 3.0 dBA lower than national levels. The average daily noise levels along the nearby roadway segment is presented in Table 4.13-2.

Table 4.13-2. Existing (Baseline) Traffic Noise Levels

Roadway Segment	Surrounding Uses	CNEL at Designated Distance from Centerline of Roadway[1]
State Route 3 (Montague Road)		
Between 1-5 and the Project Site	Commercial and Open Space	57.1
Interstate 5		
Between Miner Street and State Route 3	Residential	63.4

Source: Traffic noise levels were calculated by ECORP using the FWHA roadway noise prediction model in conjunction with traffic volumes from Caltrans (Caltrans 2020) and GHD (2019). Refer to Appendix D1 for traffic noise modeling assumptions and results.

Notes: [1]The roadway segment on State Route 3 (Montague Road) was modeled at 100 feet from the centerline as this facility traverses adjacent to the Project site. The roadway segment on Interstate 5 was modeled at 580 feet from the centerline as this distance is the nearest Interstate 5 traverses near the Project site.

As shown in Table 4.13-2, the existing traffic-generated noise levels on Interstate 5 and SR 3, a dominate source of noise in the Project vicinity, currently range from 57.1 to 63.4 dBA CNEL as experienced on the Project site. CNEL is 24-hour average noise level with a 5 dBA "weighting" during the hours of 7:00 p.m. to 10:00 p.m. and a 10 dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively.

Vibration Fundamentals

Ground vibration can be measured several ways to quantify the amplitude of vibration produced. This can be through peak particle velocity or root mean square velocity. These velocity measurements measure maximum particle at one point or the average of the squared amplitude of the signal, respectively. Vibration impacts on people can be described as the level of annoyance and can vary depending on an individual's sensitivity. Generally, low-level vibrations may cause window rattling but do not pose any threats to the integrity of buildings or structures.

4.13.2 Noise (XIII) Environmental Checklist and Discussion

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐

Construction Noise Impacts

Construction noise associated with the proposed Project would be temporary and would vary depending on the nature of the activities being performed. Noise generated would primarily be associated with the operation of off-road equipment for onsite construction activities as well as construction vehicle traffic on area roadways. Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., building construction, paving). Noise generated by construction equipment, including dozers, loaders, and excavators, can reach high levels. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). During construction, exterior noise levels could negatively affect sensitive receptors in the vicinity of the construction site. For the purposes of this analysis, the construction of a 12,300 square foot commercial building and a 3,180 square foot Arco AM/PM gas station and convenience store which would include eight gas pumps, four diesel pumps and two EV charging stations as well as 59 automobile parking spaces, four RV parking spaces and 32 semi-truck parking spaces is considered. Construction would include site preparation, grading, building construction, paving, and architectural coating.

The City does not promulgate numeric thresholds pertaining to the noise associated with construction, yet instead limits the time that construction can take place. Specifically, the City of Yreka General Plan Noise Element – *Construction Noise Policy 10,* limits construction noise from occurring during certain times. The policy states construction activities shall be limited to the hours of 7:00 a.m. to 5:00 p.m. unless an exemption is received from the City to cover special circumstances. Furthermore, the City of Yreka is a developing community and construction noise is generally accepted as a reality. Additionally, construction would occur through the Project site and would not be concentrated at one point. Therefore, noise generated during construction activities, as long as conducted within the permitted hours, would not violate City noise standards.

To estimate the worst-case onsite construction noise levels that may occur at the nearest noise-sensitive receptor in the Project vicinity, the construction equipment noise levels were calculated using the Roadway Noise Construction Model for the site preparation, grading, building construction, paving and architectural coating phases of the proposed Project. Onsite building construction, paving and

architectural coating are modeled to occur simultaneously. These noise levels were compared against the construction-related noise level threshold established in the *Criteria for a Recommended Standard: Occupational Noise Exposure* prepared in 1998 by the National Institute for Occupational Safety and Health (NIOSH). A division of the US Department of Health and Human Services, NIOSH identifies a noise level threshold based on the duration of exposure to the source. The NIOSH construction-related noise level threshold starts at 85 dBA for more than 8 hours per day; for every 3-dBA increase, the exposure time is cut in half. This reduction results in noise level thresholds of 88 dBA for more than 4 hours per day, 92 dBA for more than 1 hour per day, 96 dBA for more than 30 minutes per day, and up to 100 dBA for more than 15 minutes per day. For the purposes of this analysis, the lowest, more conservative threshold of 85 dBA L_{eq} is used as an acceptable threshold for construction noise at the nearby sensitive receptors.

Since construction activities must be limited to the daytime hours of 7:00 a.m. to 5:00 p.m. pursuant to General Plan Noise Element Policy 10, the adjacent hotel and RV park are not considered sensitive noise receptors as these uses demand low interior noise levels for the purposes of sleep during nighttime hours. Therefore, the nearest noise-sensitive land use receptor to daytime construction activities is a single-family residence to the west of the Project site with a property line measuring approximately 660 feet west of the Project site. The anticipated short-term construction noise levels generated for the necessary equipment is presented in Table 4.13-3. Consistent with Federal Transit Association (FTA) recommendations for calculating construction noise, construction noise was measured from the center of the Project site (FTA 2018).

Table 4.13-3. Onsite Construction Average (dBA) Noise Levels by Receptor Distance and Construction Equipment

Equipment	Estimated Exterior Construction Noise Level @ Nearest Residence	Construction Noise Standards (dBA L_{eq})	Exceeds Standards?
Demolition			
Concrete Saw (1)	57.6	*85.0*	**No**
Excavators (3)	51.7 (each)	*85.0*	**No**
Rubber Tired Dozers (2)	52.7 (each)	*85.0*	**No**
Combined Demolition Equipment	**62.6**	*85.0*	**No**
Site Preparation			
Tractors/Loaders/Backhoes (4)	55.0 (each)	*85.0*	**No**
Dozers (3)	52.7 (each)	*85.0*	**No**
Combined Site Preparation Equipment	**62.6**	*85.0*	**No**
Grading			
Tractors/Loaders/Backhoes (3)	55.0 (each)	*85.0*	**No**
Dozers (1)	52.7	*85.0*	**No**
Grader (1)	56.0	*85.0*	**No**

Table 4.13-3. Onsite Construction Average (dBA) Noise Levels by Receptor Distance and Construction Equipment

Equipment	Estimated Exterior Construction Noise Level @ Nearest Residence	Construction Noise Standards (dBA L_{eq})	Exceeds Standards?
Excavator (1)	51.7	*85.0*	**No**
Combined Grading Equipment	**62.3**	*85.0*	**No**
Building Construction, Paving, and Architectural Coating			
Tractors/Loaders/Backhoes (4)	55.0 (each)	*85.0*	**No**
Welder/Torch (1)	45.0	*85.0*	**No**
Generator (1)	52.6	*85.0*	**No**
Forklifts (3)	54.4 (each)	*85.0*	**No**
Crane (1)	47.6	*85.0*	**No**
Rollers (2)	48.0 (each)	*85.0*	**No**
Paving Equipment (2)	57.5 (each)	*85.0*	**No**
Paver (1)	49.2 (each)	*85.0*	**No**
Concrete Mixer Trucks (2)	49.8 (each)	*85.0*	**No**
Air Compressors (1)	48.7	*85.0*	**No**
Combined Building Construction, Paving and Painting Equipment	**66.0**	*85.0*	**No**

Source: Construction noise levels were calculated by ECORP Consulting using the FHWA Roadway Noise Construction Model (FHWA 2006). Refer to Appendix D2 for Model Data Outputs.

Notes: Construction equipment used during construction derived from CalEEMod 2016.3.2. CalEEMod is designed to calculate air pollutant emissions from construction activity and contains default construction equipment and usage parameters for typical construction projects based on several construction surveys conducted in order to identify such parameters. Consistent with Federal Transit Association (FTA) recommendations for calculating construction noise, construction noise was measured from the center of the Project site, which measures 890 feet from the single-family residence to the west

L_{eq} = The equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.

As shown in Table 4.13-3, during construction activities no individual or cumulative piece of construction equipment would exceed the NIOSH threshold of 85 dBA L_{eq} at the nearest sensitive receptors. A less than significant impact would occur.

Project construction would result in additional traffic on adjacent roadways over the time period that construction occurs. According to the CalEEMod model, which is used to predict air pollutant emissions associated with Project construction, including those generated by worker commute trips, the maximum number of construction workers traveling to and from the Project site on a single day is not expected to exceed 50 workers in total. Assuming all workers will leave the Project site during lunch break, a maximum of 200 daily automobile trips would be generated during Project construction. According to the California Department of Transportation (Caltrans) *Technical Noise Supplement to the Traffic Noise Analysis Protocol*

(2013), doubling of traffic on a roadway is required to result in an increase of 3 dB (outside of the laboratory, a 3-dBA change is considered a just-perceivable difference). The primary arterial roadway providing access to the Project site is SR 3. According to Traffic Impact Analysis Memorandum prepared for the Project by GHD Traffic Engineers (2019), the roadways segment on SR 3 traversing the Project site currently accommodates 3,450 average daily trips. Thus, the Project construction would not result in a doubling of traffic, and therefore its contribution to existing traffic noise would not be perceptible. A less than significant impact would occur.

Operational Offsite Traffic Noise Impacts

The primary roadway providing access to the Project site is SR 3 (Montague Road). This is also the primary source of traffic-generated noise in the Project vicinity due to its proximity (see Table 4.13-2). Operation of potential future development at the Project site would result in additional traffic on SR 3 (Montague Road) within the City of Yreka, thereby increasing vehicular noise in the Project area. According to Traffic Impact Analysis Memorandum prepared for the Project by GHD Traffic Engineers (2019), the SR 3 roadway segment traversing parallel to the Project site currently accommodates 3,450 average daily trips and the Project would contribute an additional 4,261 daily trips on average.

Table 4.13-4 shows the calculated SR 3 roadway noise levels under existing traffic levels compared to future buildout of the Project. The calculated noise levels as a result of the Project at the existing hotel, the nearest affected sensitive land use, are compared to the FICON recommendation for evaluating the impact of increased traffic noise. FICON's measure of substantial increase for transportation noise exposure is as follows:

- If the existing ambient noise levels at existing and future noise-sensitive land uses (e.g. residential, etc.) are less than 60 dBA CNEL and the Project creates a readily perceptible 5 dBA CNEL or greater noise level increase and the resulting noise level would exceed acceptable exterior noise standards; or
- If the existing noise levels range from 60 to 65 dBA CNEL and the Project creates a barely perceptible 3 dBA CNEL or greater noise level increase and the resulting noise level would exceed acceptable exterior noise standards; or
- If the existing noise levels already exceed 65 dBA CNEL, and the Project creates a community noise level increase of greater than 1.5 dBA CNEL.

As identified in Table 4.13-2, the existing ambient noise levels experienced along SR 3, and thus at the existing hotel, is 57.1 dBA CNEL. Therefore, 5 dBA CNEL or greater noise level increase would be required to be considered a significant impact. Additionally, the resulting noise level would have to exceed 65 dBA CNEL, which is the noise compatibility standard for transient lodging promulgated by the City of Yreka General Plan Noise Element. As shown in Table 4.13-4, no roadway segment would generate an increase of noise beyond the FICON significance standards. This impact is less than significant.

Table 4.13-4. Proposed Project Predicted Traffic Noise Levels

Roadway Segment	Surrounding Uses	CNEL at 100 feet from Centerline of Roadway		Noise Standard (dBA CNEL)	Exceed Standard AND result in Noise Levels Exceeding Acceptable Exterior Noise Standards
		Existing Conditions	Existing + Project Conditions		
SR 3 (Montague Road)					
Between 1-5 and the Project Site	Hotel and Vacant Land	57.1	60.6	>5	**No**

Source: Traffic noise levels were calculated by ECORP Consulting using the FHWA roadway noise prediction model in conjunction with the trip generation rate identified by GHD 2019. Refer to Attachment D-1 for traffic noise modeling assumptions and results.

Operational Onsite Noise Impacts

The City of Yreka's General Plan Noise Element *Non-Transportation Noise Source Policy 6* regulates non-transportation noise sources (i.e., stationary sources). These standards are designed to protect people from objectionable non-transportation noise sources such as machinery, pumps, and HVAC units. The City of Yreka interior/exterior standards for Daytime (7:00 a.m. to 10:00 p.m.) and Nighttime (10:00 p.m. to 7:00 a.m.) are summarized in Table 4.13-5 below.

Table 4.13-5. City of Yreka Noise Standards for Non-Transportation Noise

New Land Use Category	Outdoor Activity Area - L_{eq}		Interior Area - L_{eq} Daytime and Nighttime
	Daytime	Nighttime	
All Residential	50 dBA	45 dBA	35 dBA
Transient Lodging	55 dBA	--	40 dBA
Hospitals & Nursing Homes	50 dBA	45 dBA	35 dBA
Theaters & Auditoriums	--	--	35 dBA
Churches, Meeting Halls, Schools, Libraries, etc.	55 dBA	--	40 dBA
Office Buildings	55 dBA	--	45 dBA
Commercial Buildings	55 dBA		45 dBA
Playgrounds, Parks, etc.	65 dBA	--	--
Industry	65 dBA	65 dBA	50 dBA

The adjacent hotel and RV park are considered "Transient Lodging" land uses. Thus, the Project would be subject to a 55 dBA exterior noise standard during daytime operations and a 40 dBA interior standard during both daytime and nighttime operations at these adjacent land uses ("Transient Lodging" land uses are not subject of exterior nighttime standards). There is also a noise-sensitive single-family residence located 660 feet southwest of the Project site. The Project would be subject to an exterior daytime standard of 50 dBA and exterior nighttime standard of 45 dBA at this receptor. Additionally, the Project

would be subject to a 35 dBA interior noise standard during daytime and nighttime operations at this receptor.

The most intense future land use which could potentially occur at the site was modeled using the SoundPLAN 3D noise model, which accounts for the operation of a 12,300 square foot retail and restaurant building, including a 3,180 square foot ARCO AM/PM fueling center. The SoundPLAN 3D noise mode lpredicts noise propagation from a noise source based on the location, noise level, and frequency spectra of the noise sources as well as the geometry and reflective properties of the local terrain, buildings and barriers. Primary Project noise sources include onsite RV and semi-trucks idling and maneuvering, the use of backup beepers, and standard parking lot and gas station activities. The actual future development on the site would likely be less intensive and therefore would generate less noise then presented in this analysis.

The results of this model can be found in Appendix D3. Table 4.13-6 shows the predicted Project noise levels at six locations in the Project vicinity, as predicted by SoundPLAN. Locations 1 and 2 represent noise levels at the front entrance of the hotel and the Project-side of the hotel respectively. The most dominant noise sources for these locations would consist of backup beepers and idling vehicles at the 18 semi-truck back-in parking spaces located along the northeastern Project site boundary, adjacent to the rear of the hotel. Location 3 represents the single-family residence located 660 feet to west while Locations 4 – 6 represent individual RV parking spots of the adjacent RV park. Noise sources anticipated for these locations are the gas station and its associated activities (car doors opening and closing, music, people talking, internal circulation, etc.), and diesel truck idling (see above). Placement of all noise sources, for modeling purposes, were based off the proposed Project site plan.

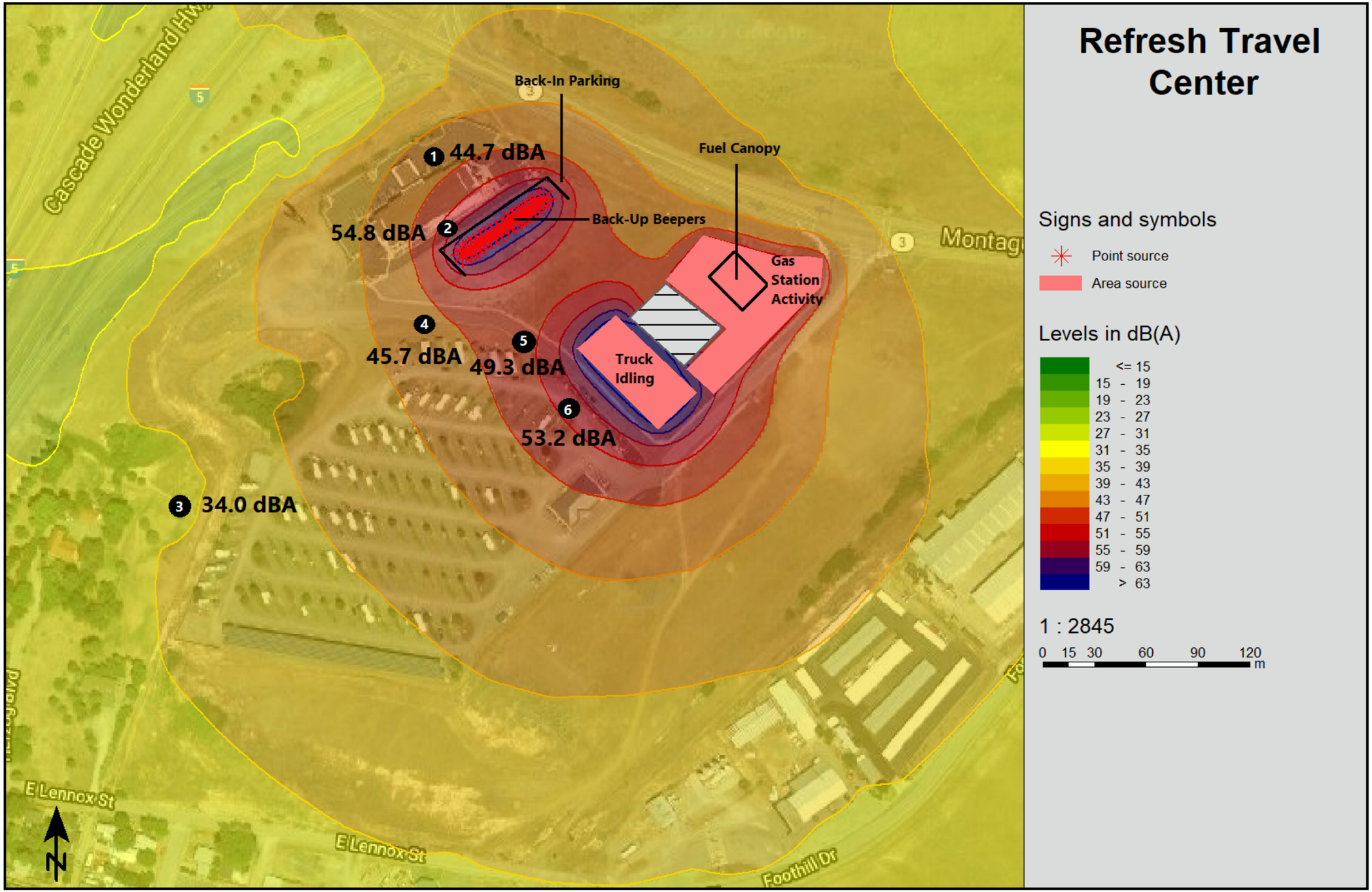
Table 4.13-6. Modeled Operational Noise Levels

Site Location	Location	Modeled Operational Noise Attributable to Project (L_{eq} dBA)	Yreka Exterior Standards (dBA)	Exceed Exterior Standard? (Day/Night)
1	Front Entrance of Hotel, Corner of I-5 Northbound Offramp and SR 3	**44.7**	55 / N/A	**No**
2	Rear of Hotel Adjacent to Project Site Semi-Truck Parking Area	**54.8**	55 / N/A	**No**
3	Single-Family Residence East of RV Park, Adjacent to Interstate 5 Northbound Offramp	**34.0**	50 / 45	**No**
4	Eighth RV Parking Spot from Travel Center, in First Row Adjacent to Project Access Roadway	**45.7**	55 / N/A	**No**
5	First RV Parking Spot from Travel Center, in First Row Adjacent to Project Access Roadway	**49.3**	55 / N/A	**No**
6	First RV Parking Spot from Travel Center, in Second Row Adjacent to Project Access Roadway	**53.2**	55 / N/A	**No**

Source: Stationary source noise levels were modeled by ECORP using SoundPLAN 3D noise model. Refer to Appendix D3 for noise modeling assumptions and results.

As shown, the Project would not generate onsite noise at levels that would exceed the City exterior daytime or nighttime noise standards at the nearest sensitive receptors. The manner in which older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows (Caltrans 2002). The exterior-to-interior reduction of newer residential units is generally 30 dBA or more (HMMH 2006). Thus, the interior noise experienced within the adjacent hotel would be at least 20 dBA less than that experienced outside, resulting in interior noise levels well below the 40 dBA interior noise standard for transient lodging land uses [54.8 dBA – 20 = 34.8 dBA]. The single-family residence located 660 feet to west would also experience interior Project noise below the City standards [34.0 dBA – 20 = 14.0 dBA]. With regards to the interior noise level impacts on the RV park visitors, whom lodge in RV vehicles instead of actual structures, the FHWA (2006) notes that when a noise receptor is completely shielded from a noise source with a solid barrier or enclosure made from vinyl material, a noise attenuation of 15 dBA can be expected. Therefore, interior noise levels experienced by temporary visitors at the RV park would experience future Project operational interior noise levels below the City standards of 40 dBA [53.2 dBA – 15 dBA = 38.2 dBA].

As shown in Table 4.13-6, future development would not surpass the daytime or nighttime noise standards at any existing receptor. (In addition to Table 4.13-4, a noise contour graphic [*Figure 7. Project Onsite Source Noise Generation*] has been prepared to depict the predicted noise levels in the Project vicinity as a result of onsite Project operations.) As such, operational onsite noise impacts would be less than significant.



Location: N:\2016\2016-130 MedMen Cultivation\MAPS\Borders\MedMen Site Plan.mxd (AA)-mapping_guest-9/13/2016

Map Date: 2/25/2021
Photo (or Base) Source: SoundPLAN 5.1

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Figure 7. Project Onsite Noise Propagation
Refresh Travel Center

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒

Construction-Generated Vibration

Excessive groundborne vibration impacts result from continuously occurring vibration levels. Increases in groundborne vibration levels attributable to potential future development would be primarily associated with short-term construction-related activities. Construction at the Project site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance.

Construction-related ground vibration is normally associated with impact equipment such as pile drivers, jackhammers, and the operation of some heavy-duty construction equipment, such as dozers and trucks. It is not anticipated that pile drivers would be necessary during Project construction. Vibration decreases rapidly with distance and it is acknowledged that construction activities would occur throughout the Project site and would not be concentrated at the point closest to sensitive receptors. Groundborne vibration levels associated with construction equipment are summarized in Table 4.13-7.

Table 4.13-7. Representative Vibration Source Levels for Construction Equipment

Equipment Type	Peak Particle Velocity (PPV) at 25 Feet (inches per second)
Large Bulldozer	0.089
Pile Driver	0.170
Caisson Drilling	0.089
Loaded Trucks	0.076
Rock Breaker	0.089
Jackhammer	0.035
Small Bulldozer/Tractor	0.003

Source: FTA 2018; Caltrans 2020

The City does not regulate vibrations associated with construction. For comparison purposes, the Caltrans (2020) recommended standard of 0.2 inch per second peak particle velocity (PPV) with respect to the prevention of structural damage for older residential buildings is used as a threshold. This is also the level at which vibrations may begin to annoy people in buildings (Caltrans 2020).

Based on the representative vibration levels presented for various construction equipment types in Table 4.13-5 and the construction vibration assessment methodology published by the FTA (2018), it is possible

to estimate the potential Project construction vibration levels at the nearest offsite structure, located approximately 250 feet distant from the center of the Project site. The FTA provides the following equation:

$$[PPVequip = PPVref \times (25/D)^{1.5}].$$

Table 4.13-8 presents the expected Project related vibration levels at a distance of 250 feet.

Table 4.13-8. Project Construction Vibration Levels at 250 Feet

Receiver PPV Levels (in/sec)[1]							Peak Vibration	Threshold	Exceed Threshold
Large Bulldozer	Pile Driver	Drilling	Loaded Trucks	Rock Breaker	Jack-hammer	Small Bulldozer			
0.003	0.005	0.003	0.002	0.003	0.001	0.000	0.005	*0.2*	**No**

Notes:
[1]Based on the Vibration Source Levels of Construction Equipment included on Table 4.13-5 (FTA 2018; Caltrans 2020).

As shown, groundborne vibrations attenuate rapidly from the source due to geometric spreading and material damping. Geometric spreading occurs because the energy is radiated from the source and spreads over an increasingly large distance while material damping is a property of the friction loss which occurs during the passage of a vibration wave. As shown in Table 4.13-6, the nearest structures at 250 feet distant from the center of the construction site would not experience groundborne levels in exceedance of Caltrans standards, even in the rare case that pile driving equipment is used. No impact would occur.

Operational-Generated Vibration

Operation of potential future development due to the Project would not include the use of any stationary equipment that would result in excessive groundborne vibration levels. However, the Project allows for the placement of structures within proximity to the existing industrial railway corridor (YWRR track approximately 714 feet south of the Project site center), a source of groundborne vibration. According to the FTA (2018), groundborne vibration from heavy rail is common when there is less than 50 feet between the track and building foundations. Furthermore, while each building has different characteristics relative to structure-borne vibration, in general, the heavier the building, the lower the levels of vibration. Freight train operations create vibration events that last approximately two minutes and it is extremely rare for vibration from train operations to cause substantial or even minor cosmetic building damage (FTA 2018). Older, historic buildings often considered fragile are the predominate source of concern from rail-related vibration (FTA 2018). Since any future development on the site would consist of modern buildings constructed in conformance with the latest building standards, future development would not be expected to be impacted by train-related vibration. For this reason, no impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project Area to excessive noise levels?	☐	☐	☐	☒

The City of Yreka is separated from the Weed and Montague airports by considerable distances. Although occasional aircraft overflights of the City occur, the City of Yreka is located well beyond the noise impact zones of these airports. As a result, the existing ambient noise environment of the City of Yreka is not significantly influenced by aircraft noise. Implementation of the Proposed Project would not affect airport operations nor result in increased exposure of noise-sensitive receptors to aircraft noise. For this reason, no impact would occur.

4.13.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.14 Population and Housing

4.14.1 Environmental Setting

According to the California Department of Finance (DOF), which provides estimated population and housing unit demographics by year throughout the State, the City's population increased 0.3 percent between 2010 and 2020, from 7,765 to 7,786. DOF estimates that there were 3,704 total housing units in the City, and a 7.5 percent vacancy rate as of January 1, 2020. No housing exists on the Project site.

4.14.2 Population and Housing (XIV) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐

The Proposed Project does not include the construction of any new homes; however, it does include the construction of a retail use that could create a limited number of new jobs in the region. While the addition of new employment opportunities could increase the City's population, it is anticipated

that the majority of new employees would likely be existing residents of the City or surrounding area. As such, the proposed Project is unlikely to result in a demand for new housing. The impact is less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

No persons or residences would be displaced or removed as a result of the Proposed Project, and the Project would have no impact in this area.

4.14.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.15 Public Services

4.15.1 Environmental Setting

Public services include fire protection, police protection, parks and recreation, and schools. Generally, impacts in these areas are related to an increase in population from a residential development. Levels of service are generally based on a service-to-population ratio, except for fire protection, which is usually based on a response time.

Police Services

Police protection services in the City are provided by the Yreka Police Department, which operates from the main police station located at 1400 Fairlane Road. The department anticipates that the current police force will be adequate to provide police protection needs to Yreka residents at the same level of service through 2022, barring a large increase in population due to a major change such as a large employer locating in Yreka (Yreka 2003).

Fire Services

Fire protection services in Yreka are provided by the Yreka Fire Department, which is staffed by volunteers. The fire station is located at 401 West Miner Street. The department also provides Basic Life Support services. Although the personnel are volunteers, equipment needs are funded through the City of Yreka's property assessment for fire services. The service boundaries of the department are the City limits, although the department has a mutual aid agreement with Cal Fire to provide fire protection services to outlying areas (Yreka 2003).

Schools

The Yreka Union Elementary School District serves school-aged children in kindergarten through eighth grade (K–8). Three public schools serve elementary school–aged children: Evergreen School, Jackson Street School, and Matole Valley Charter School. The Yreka Union High School District serves high school–aged children in grades 9 through 12 at Yreka High School (Yreka 2003).

Parks

The City of Yreka maintains eight parks and a plaza which are available for public enjoyment, recreation and sporting events. The City also operates and maintains the Yreka Creek Greenway, a natural streamside area that will eventually span 4.5 miles along Yreka and Greenhorn Creeks (Yreka 2018).

Other Public Facilities

Other local public facilities found in Yreka include Siskiyou County Administration, Courts, Public Health, and Library; College of the Siskiyous; Yreka City Administration; California Highway Patrol; National Forest Service; California Department of Forestry; County Fairgrounds; and a variety of other state and federal offices.

4.15.2 Public Services (XV) Environmental Checklist and Discussion

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	☐	☐	☒	☐
	Fire Protection?	☐	☐	☒	☐
	Police Protection?	☐	☐	☒	☐
	Schools?	☐	☐	☐	☒
	Parks?	☐	☐	☐	☒
	Other Public Facilities?	☐	☐	☐	☒

Fire Protection

Development of the Project site would result in a need for fire protection services to respond to any potential incidents that may occur at the site. However, the Project site is located in a developed part of the City that currently receives fire service. While a new commercial building could potentially require services, it would not result in the need for new fire personnel or facilities, as services can adequately be provided by existing personnel out of existing facilities. Therefore, this impact is less than significant.

Police Services

Development of the Project site could potentially result in a need for police protection services to respond to any potential incidents that may occur at the site. However, the Project site is located in a developed part of the City that currently receives police service. While a new commercial land use would require services, it would not result in the need for new police personnel or facilities, as services can adequately be provided by existing personnel out of existing facilities. Therefore, this impact is less than significant.

Schools

The proposed Project does not propose any housing and would not include any other components that would result in an increased demand for schools. As such, there would be no need for additional facilities to maintain acceptable service ratios for schools. No impact would occur.

Parks

The proposed Project does not propose any housing or population that would require additional recreational facilities, and would not include any other components that would result in an increased demand for parks. As such, there would be no need for additional facilities to maintain acceptable service ratios for parks. No impact would occur.

Other Public Facilities

The proposed Project does not propose any housing or population that would require additional demand other public services, such as libraries. As such, there would be no need for additional facilities to maintain acceptable service ratios. No impact would occur.

4.15.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.16 Recreation

4.16.1 Environmental Setting

Recreational opportunities for both youth and adults are varied in Yreka. A well-rounded variety of programs and activities is available to Yreka's residents at City, school, and private recreational facilities. The City's Department of Public Works operates and maintains eight parks, a plaza, one

pool, the Yreka Creek Greenway, a senior center and community theater, all funded by the City's General Fund (Yreka 2018). Private recreational facilities include a community theater, the YMCA, fitness centers, and a bowling alley.

4.16.2 Recreation (XVI) Materials Checklist

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒

The need for additional parkland is primarily based on an increase in population to an area. Given that the Proposed Project would not result in a significant or direct increase in population, the Project would not burden any parks in the surrounding area beyond capacity by generating additional recreational users. Therefore, the Proposed Project would not increase the use of park and recreational facilities resulting in substantial physical deterioration of the facility. There would be no impact to recreational facilities as a result of construction of the Proposed Project.

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b)	Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☐	☒

The Proposed Project does not include or allow for the creation of recreational facilities. As such, the Proposed Project will have no impact due to construction and expansion of recreational facilities.

4.16.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.17 Transportation

4.17.1 Environmental Setting

A traffic impact analysis memorandum (TIAM) was prepared for the Proposed Project in July 12, 2019 by GHD which is included as Appendix E of this Initial Study. The TIAM indicates that the Proposed Project would be expected to generate 4,261 daily trips with 215 AM peak hour trips and 242 PM peak hour trips (gross). However, applying the surveyed pass-by/diverted trip percentage of 88 percent; the Project would yield 511 net new daily project trips with 26 AM and 29 PM peak hour net new trips. (GHD 2019).

4.17.2 Regulatory Setting

City of Yreka 2002-2020 General Plan

Regional access to the Project site is provided by I-5, which spans north to the Canada boarder and south to Los Angeles, California. In addition, Yreka is served by SR 3 and SR 263, and A12 (Grenada) to State Highway 97. SR 3 runs parallel to the Project site. The City of Yreka General Plan contains the following transportation goals and policies related to construction and operation of commercial development, which may result from the Proposed Project:

> Goal CI.2. To maintain a functional performance of roadways throughout the community at a Level of Service C or better.
>
> Goal CI.4. Ensure that circulation improvements are adequate to serve transportation demands of new development within Yreka.
>
> - Program CI.4.F: New development shall provide improvements as needed to avoid creating significant traffic impacts on streets surrounding the proposed project.
>
> Traffic impacts are considered significant if they result in traffic that exceeds the "Environmental Capacity" of Average Daily Trips (ADT) as defined below:
>
> Local: Greater than 1,500 ADT;
> Collector: Greater than 2,500 ADT
> Arterial: Greater than 5,000 ADT

Consistent with the City's policies, the TIAM considered LOS "C" as the standard threshold acceptable operations for any roadway under the City of Yreka jurisdiction.

Caltrans LOS Guidelines

The Caltrans guide Preparation of Traffic Impact Studies (dated December 2002) states the following:

> Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities, however, Caltrans acknowledges that this may not be always feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS.

Consistent with Caltrans practice, the TIAM considered LOS "D" as the standard threshold acceptable operations for any intersection under Caltrans jurisdiction. LOS "D" will also be applied to City controlled intersections in the absence of specific City significance criteria for intersection operations.

Transit Service

The County of Siskiyou provides a public bus system, the Siskiyou Transit and General Express (STAGE), that makes several stops in Yreka, while providing transportation to the communities in Siskiyou County generally along I-5. Another STAGE route travels SR 3 from Etna into Yreka and returns along the same route. A senior bus service is also provided in Yreka by the Yreka Senior Center. This service works in conjunction with STAGE to provide a greater service area for STAGE.

Pedestrian and Bicycle Facilities

The terrain and layout of Yreka is favorable for bicycle and pedestrian circulation. Sidewalks exist on most streets. Most streets have sufficient width and low traffic volumes, permitting their safe use by bicyclists. Streets in Yreka have designated areas between the vehicle travelway and the edge of pavement of sufficient width to accommodate bicyclists. These include SR 3 throughout the City, Oregon Street, and SR 263 from SR 3 north. The Yreka Creek Greenway is identified as a future Class I bike path facility, which is identified as a separate right-of-way for the exclusive use of bicycles and pedestrians (Yreka 2006).

4.17.3 Transportation (XVII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities?	☐	☐	☒	☐

Montague Road / SR 3 is identified in the City's General Plan as an arterial roadway. The TIAM indicates that the Proposed Project would be expected to generate 4,261 daily trips. Based on the 2017 Caltrans Highway Volume data, Montague Road has AADT traffic volumes of 3,450 vehicles between I-5 and Yreka Ager Road to the east. With Proposed Project traffic, overall ADT would increase to 7,711 vehicles.

Further roadway capacity analyses of Montague Road were conducted to determine if Existing plus Project volumes would cause significant impacts on the roadway between I-5 and the Proposed Project access roadway. Specifically, Highway capacity software (GHD 2019) was used to analyze the roadway segment during peak flow conditions with Existing plus Project AM and PM peak hour traffic volumes (see Appendix E). With Proposed Project traffic, Montague Road between I-5 and the Project access road is calculated to operate at LOS C during both the AM and PM peak hour periods. In addition, previous Highway Capacity Manual (HCM) roadway capacities for arterial streets and/or two-lane highways would suggest that LOS C capacities typically range from 12,000-16,000 ADT. Since Montague Road would continue to operate at LOS C during the AM and PM peak hour periods with Existing plus Project traffic and the roadway is a state facility and therefore subject to Caltrans LOS thresholds, the Project would not conflict with any City policies. As such, the Project would have a less than significant impact.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐

Senate Bill 743 was signed into law in 2013, with the intent to better align CEQA practices with statewide sustainability goals related to efficient land use, greater multimodal choices, and greenhouse gas

reductions. The provisions of SB 743 become effective Statewide on July 1, 2020. Under SB 743, impacts will be determined by changes to Vehicle Miles Traveled (VMT). VMT measures the number and length of vehicle trips made on a daily basis. VMT is a useful indicator of overall land use and transportation efficiency, where the most efficient system is one that minimizes VMT by encouraging shorter vehicle trip lengths, more walking and biking, or increased carpooling and transit.

Because of SB 743, for a CEQA analysis, determining the potential for exceeding a city's LOS thresholds transportation/traffic impacts is no longer valid and VMT thresholds are used instead. However, the City of Yreka has not yet established VMT thresholds. In order to assist in this type of circumstance, in December 2018, the California Governor's Office of Planning and Research (OPR) released its final *Technical Advisory on Evaluating Transportation Impacts in CEQA*. Generally, OPR recommends that a reduction of 15 percent or more in existing VMT should be the target. Below is a summary of OPR's recommended VMT impact thresholds and methodologies for land use projects:

Residential or Work/Office Projects – A proposed project exceeding a level of 85 percent of the existing regional VMT baseline per employee may indicate a significant transportation impact.

Retail Projects – A net increase in total VMT may indicate a significant transportation impact.

Other Projects – Lead agencies, using more location-specific information, may develop their own more specific thresholds, which may include other land use types. In developing thresholds for other project types, or thresholds different from those recommended here, lead agencies should consider the purposes described in section 21099 of the Public Resources Code and regulations in the CEQA Guidelines on the development of thresholds of significance (e.g., CEQA Guidelines, § 15064.7).

OPR's Technical Advisory lists the following screening thresholds for land use projects. These types of development projects are presumed to have a less than significant impact on vehicle miles traveled and therefore, a less than significant adverse impact on transportation. OPR's Technical Advisory suggests that lead agencies may screen out VMT impacts using project size, maps, transit availability, and provision of affordable housing.

- Projects that are consistent with the Sustainable Communities Strategy (SCS) or General Plan and generate or attract fewer than 110 daily trips.
- Mat-based screening for residential and office projects located in low VMT areas, and incorporate similar features (density, mix of uses, transit accessibility).
- Certain projects within ½ mile of an existing major transit stop or an existing stop along a high-quality transit corridor. However, this will not apply if information indicates that the project will still generate high levels of VMT.
- Affordable Housing Development in infill locations.
- Locally-serving retail projects, typically less than 50,000 square feet.

- Projects that can be expected to generate no more than 85 percent of the baseline VMT as compared to the average VMT in the Region (*Siskiyou County in the case of projects in the City of Yreka*).

As indicated in OPR's Technical Advisory, locally-serving retail projects, less the 50,000 square feet, would be considered to not result in a substantial increase in VMT's. According to the Technical Advisory,

> "[b]ecause new retail development typically redistributes shopping trips rather than creating new trips, estimating the total change in VMT (i.e., the difference in total VMT in the area affected with and without the project) is the best way to analyze a retail project's transportation impacts.
>
> By adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT. Thus, lead agencies generally may presume such development creates a less-than-significant transportation impact. Regional-serving retail development, on the other hand, which can lead to substitution of longer trips for shorter ones, may tend to have a significant impact. Where such development decreases VMT, lead agencies should consider the impact to be less-than-significant."

The Proposed Project would be considered a regional-serving retail development. However, the nature of the Project, mainly providing services to highway travelers, would not result in an increase in VMTs. As discussed in the TIAM, vehicle and truck trips of this nature associated with modern travel/truck stops should be recognized as containing an extremely high percentage (88% in this case) of pass-by and/or diverted-link trips. These pass-by and/or diverted-link trips play a substantial role in calculating VMT, particularly in California. These pass-by and/or diverted-link trips are already on the roadway system and need to be accounted for as such when calculating VMT. Consequently, overall Project VMT would be reduced due to the majority of new project trips would be from home-work trips for employees and the remaining vehicle/truck trips representing either pass-by trips from Montague Road or diverted trips from I-5. Because Project employees would come from Yreka and the surrounding area, the increase in VMT, if any, would be negligible as Yreka is the only major employment center in the area and as such, any future employees would, most likely, already travel to the Yreka area. Thus, this impact would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☒	☐	☐

According to the TIAM, the northbound approach of the Project Access Drive is not wide enough to accommodate separate left-turn and right-turn lanes. This increases the potential for vehicle conflicts at this intersection. The TIAM determined that approximately 51 percent of the Proposed Project's traffic would represent heavy vehicles (large trucks) and recommended that the northbound Project Access Drive

be widened to provide separate left and right-turn lanes. Storage capacity for northbound lanes would approximately match the current roadway improvements (to-date) that begin approximately 340-feet south of Montague Road with curb, gutter, and sidewalk on the east side of the Project Access Drive. Because the Project may result in vehicle conflicts resulting in hazards, mitigation measure **TRA-1** is required. Implementation of this mitigation would reduce this impact to a less than significant level.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in inadequate emergency access?	☐	☐	☒	☐

Access to the Project site is provided via Montague Road/SR 3, that would provide adequate emergency access upon Project completion. Development of the Project site would include the construction four driveway entrances/exits. These entrances/exists would provide emergency access redundancy. A less than significant impact would occur.

4.17.4 Mitigation Measures

TRA-1 The Project developer shall widen the Project Access Drive to include northbound separate left and right-turn lanes to the satisfaction of the City engineer.

Timing/Implementation: *Prior to issuance of Building Permit*

Enforcement/Monitoring: *City of Yreka Engineer and Project Proponents*

4.18 Tribal Cultural Resources

4.18.1 Environmental Setting

A Cultural Resources Records Search and Literature Review was prepared by ECORP Consultants, Inc. (2021) for the Proposed Project to determine if cultural resources or tribal cultural resources were present in or adjacent to the Project site and assess the sensitivity of the Project site for undiscovered or buried cultural resources. The following information was excerpted from this report.

The archaeological record of the native population is limited. It is known that at the time of European "discovery," the area now home to Yreka was settled by the Shasta Indians and used for winter hunting. Typical of increased European settlement, the native population declined during the Gold Rush era.

4.18.2 Tribal Consultation

As a part of the Cultural Resources Records Search and Literature Review, ECORP Consulting contacted the California Native American Heritage Commission (NAHC) on January 14, 2021 to request a search of the Sacred Lands File for the APE.A search of the NAHC's Sacred Lands File failed to indicate the presence of Native American cultural resources in the Project site.

Existing Northeast Information Center (NEIC) records document that all of the Project Site has been subjected to prior archeological investigation. Per the NEIC records, no prehistoric or historic era sites have neem documented in the Project site (ECORP 2021b).

AB 52 requires that prior to the release of a CEQA document for a project, an agency begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the Proposed Project if: (1) the California Native American tribe requested to the lead agency, in writing, to be informed by the lead agency through formal notification of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe and (2) the California Native American tribe responds, in writing, within 30 days of receipt of the formal notification, and requests the consultation. On January 19, 2021, as part of outreach for the Project pursuant to Assembly Bill 52 (AB 52), the City of Yreka sent a certified letter to the Karuk Tribe informing them of the Project and offering an opportunity to consult about the potential for Tribal Cultural Resources to exist in the Project site. Tribal Cultural Resources may be synonymous with cultural resources. On January 19, 2021, the Tribe responded stating that there were no known Tribal Cultural Resources within the Project site.

4.18.3 Tribal Cultural Resources (XVIII) Environmental Checklist and Discussion

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

No known cultural resources or significant archaeological resources have been identified within the Project site. The site has not been identified as either a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American tribe. However, unanticipated, and accidental discovery of California Native American tribal cultural resources are possible during project implementation, especially during excavation, and have the potential to impact unique cultural resources. As such, mitigation measure **CUL-1** has been included to reduce the potential for impacts to tribal cultural resources to a less than significant level.

4.18.4 Mitigation Measures

Implement mitigation measure **CUL-1** (see Section 4.5.4).

4.19 Utilities and Service Systems

4.19.1 Environmental Setting

Water Service

The City's water supplies are secured through six water rights. Three rights are adjudicated rights based on pre-1914 claims. The adjudicated rights are recognized in the Shasta River Adjudication Proceeding, Judgment and Decree, No. 7035 (Decree No. 7035). Three additional rights from Fall Creek, Yreka creek and Greenhorn Creek, are based on one permit and two licenses issued by the State Water Resources Control Board (SWRCB). Approximately, 7,799 acre-feet per year (af/yr) of water can be supplied to the City from these water rights (Yreka 2015). While the City has rights to this amount of water, the availability of water depends on current conditions.

The City of Yreka gets its normal water supply from Fall Creek at a location 23 miles northeast of the City limits. Raw water is diverted from Fall Creek, pre-chlorinated, and pumped to the Klamath Pass Tank through the Fall Creek Pump Station. Water is then gravity-fed from the Klamath Pass Tank through the Filter Pump Station where a filter-aid is added prior to filtration and post-chlorination at the Water Treatment Plant. The treated water is piped the remaining few miles to the City's water distribution system, which includes six booster pump stations, eight water storage facilities with a capacity of 7.98 million gallons, and 310,000 feet of water mains. Seven pressure zones are maintained to provide adequate pressures throughout the system. Yreka has a current average usage of 1.1 million gallons per day (mgd) in the winter and 3.8 mgd in the summer with the capacity to treat up to 8.7 mgd (Yreka 2018a). There are existing City water lines located in Montague Road.

Wastewater

The wastewater treatment facility for Yreka is located between SR 263 (N. Main Street) and Yreka Creek, approximately 600 feet north of the intersection of Montague Road and SR 263. The wastewater treatment plant has a design capacity of 1.2 million gallons per day of average dry weather flow. Average dry weather flow (ADWF) is 0.8 million gallons per day. There are existing City wastewater collection facilities located in Montague Road.

Storm Drainage

The City is traversed by a number of natural and man-made drainages that all eventually lead to Yreka Creek, which flows north to the Shasta River, a tributary to the Klamath River. Overall drainage in the City is adequate, with only localized flooding during storm events. Floodwater and drainage have had a negative effect on the wastewater collection and treatment systems. The City prepared and adopted the comprehensive City of Yreka Master Plan of Drainage in 2005. There is an existing stormwater detention basin located southwest of the Project site. This basin was engineered to collect all of the stormwater runoff from PUD 5-98, including the Project site.

Solid Waste

The City of Yreka is a participating member of the Siskiyou County Integrated Solid Waste Management Regional Agency. The Agency manages solid waste and green waste collection and disposal throughout the County. As shown in *Table 4.19-1*, the majority of the County's solid waste is exported to Oregon.

Table 4.19-1. Solid Waste Disposal Facilities Used by the Siskiyou County Integrated Solid Waste Management Regional Agency

Destination Facility	Solid Waste Disposal (tons/year)			Landfill Information		
	2015	2016	2017	Remaining Capacity (cubic yards)	Remaining Capacity Date	Cease Operation Date
Altamont Landfill	-	-	3.69	65,400,000	12/31/2014	1/1/2025
Anderson Landfill Inc.	72.42	262.09	149.61	7,184,701	3/1/2017	12/1/2023
Forward Landfill Inc.	5.60	10.81	-	22,100,000	12/3/2012	1/1/2020
McKittrick Waste Treatment	-	-	15.78	769,790	4/5/2012	12/31/2059
Potrero Hills Landfill	7.9	2.91	22.87	13,872.000	1/1/2006	2/14/2048
Recology Hay Road	5.33	18.18	67.36	30,433,000	7/28/2010	1/1/2077
Recology Ostrom Road LF Inc.	5.75	1.00	-	39,223,000	6/1/2007	12/31/2066
West Central Landfill	4.15	40.38	46.17	22,100,000	12/31/2012	1/1/2020
Exported to Oregon	35,204.56	37,090.34	40,264.40	N/A	N/A	N/A
Yearly Total	35,305.71	37,425.70	40,569.88			
Average per Resident (lbs/day)	4.3	4.6	N/A			
Average per Employee (lbs/day)	15.4	15.8	N/A			

Source: CalRecycle 2020a, 2020b, and 2020c

Electricity/Natural Gas Services

Refer to *Section 4.6. Energy*.

4.19.2 Utilities and Service Systems (XIX) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐

Water

Development of the Project would increase the demand for water in the City due to human consumption and irrigation required for landscaping. As previously stated, the City has a current average usage of 1.1 million gallons per day in the winter and 3.8 million gallons per day in the summer with the capacity to treat up to 8.7 million gallons per day. Water use data for the Proposed Project was obtained from rates provided by the USGS Water Resources provided water consumption information based on type of use by state. This information ids divided up into various categories, such as mercantile, food service, education etc. For the Proposed Project, the categories most closely related would be mercantile and fast food or small restaurant. Mercantile water consumption per day is estimated at 11.8 gallons per square foot. Fast food water consumption per day is estimated at 24.9 gallons per square foot (USGS 2017). To determine the potential water demand for the Project the following assumptions were used:

Total building size 12,300 sq. ft.	Square footage	Water demand factor (gal/sqft/day)	Projected Demand (gal/day)
Convenience Store	3,180	11.8 (mercantile)	37,524
Remainder (assumed to be restaurant related)	9,120	24.9 (fast food restaurant)	227,088
Total	12,300		264,612

Based on this calculation, the Project is expected to use 264,612 gal/day of water. Yreka has a current average usage of 1.1 mgd in the winter and 3.8 million gallons per day in the summer with the capacity to treat up to 8.7 mgd. As such, the additional demand of 264,612 gal/day would not result in a need for new or expanded water treatment facilities. Therefore, the Proposed Project would have a less than significant impact to the City's water treatment facilities.

Wastewater

The City's Wastewater Treatment Plant is permitted to treat up to 1.2 mgd ADWF and the City currently produces approximately 0.8 mgd ADWF. The number of wastewater system connections in 2017 was 2,789. In December 2017, there were 2,135 single-family residential connections, 192 multi-family connections, 436 commercial connections, 19 institutional connections, and 6 industrial connections (Yreka 2018b). Currently, the City has approximately 0.4 mgd of additional ADWF before exceeding the

permitted treatment capacity at the Treatment Plant. Based on that amount of connections currently being served by the Treatment Plant, the addition of the Project wastewater flows would not result in the exceedance of the Treatment Plant's capacity. As such, the Project would have a less than significant impact in this area.

Storm Drainage

The Proposed Project would increase the amount of impervious surfaces on the Project site, resulting in greater stormwater runoff potential. However, the addition of these surfaces would not significantly impact stormwater systems, as there is an existing stormwater detention basin located southwest of the Project site. All stormwater flowing from the Project's parking lot and new building would flow into this basin. The basin has been designed to retain all stormwater from the Project as well as PUD 5-98. As such, existing stormwater retention and conveyance systems would be unaffected. A less than significant impact would occur.

Electric Power

Electricity is provided to the Project area by Pacific Power. The electricity provider's ability to provide its services concurrently for each project is evaluated during the development review process. The utility company is bound by contract to update its systems to meet any additional demand. During operation of Project-induced commercial or heavy commercial development, the ability of the electricity provider to power the site would be evaluated. As explained under *Section 4.6 Energy*, a significant energy use impact would not result. As such, no new electric facilities will be required to provide electricity to the Project. Therefore, the Project would have a less than significant impact in this area.

Natural Gas

Natural gas is not available in Yreka or in Siskiyou County. All uses which may require gas such as stove cooktops or water heaters, would use propane. As such, the Project would have no impact to natural gas facilities.

Telecommunications

Telecommunication will be through existing company and personal cell phones. No new telecommunication facilities will be required to serve the Project.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐

Refer to Item a) above. The Project will have a less than significant impact in this area.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐

Refer to Item a) above. The Project will have a less than significant impact in this area.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐

According to CalRecycle (2020c), the estimated solid waste generation rates for employees is 11.0 pounds per employee per day. Based on this information and an anticipated maximum of 40 employees at full operation of the Project, the Project would produce approximately 440 pounds per day (lbs/day) or 80.3 tons annually.[2]

As shown in *Table 4.19-1*, the County exports approximately 99 percent of its solid waste disposal to Oregon. The Proposed Project's annual solid waste of 80.3 tons represents 0.002 percent increase in the exported solid waste. As such, the Proposed Project would not substantially increase solid waste exported by the County. All solid waste companies exporting solid waste from the County to Oregon are under contract with the various landfills in Oregon. If at such time these landfills determine that there is insufficient capacity to accommodate the amounts of waste coming from Siskiyou County, then additionally facilities will need to be found. However, the minor amount of solid waste that would be generated by the Proposed Project would not result in a determination of insufficient capacity. As such, this is a less than significant impact.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Comply with federal, state, and local statutes and management and reduction regulations related to solid waste?	☐	☐	☒	☐

[2] 440lbs/day X 365 days / 2000 lbs/ ton =80.3 tons per year.

The Proposed Project is required to comply with all state and federal statutes regarding solid waste. This impact is considered less than significant.

4.19.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.20 Wildfire

4.20.1 Environmental Setting

The risk of wildfire is related to a variety of parameters, including fuel loading (vegetation), fire weather (e.g., winds, temperatures, humidity levels and fuel moisture contents), and topography (degree of slope). Steep slopes contribute to fire hazard by intensifying the effects of wind and making fire suppression difficult. Fuels such as grass are highly flammable because they have a high surface area-to-mass ratio and require less heat to reach the ignition point, while fuels such as trees have a lower surface area-to-mass ratio and require more heat to reach the ignition point.

The Project Area is relatively flat and dominated by vacant undeveloped land. As discussed in Section 4.8, the area is not designated as a FHSZ (CAL FIRE 2009).

4.20.2 Wildfire (XX) Environmental Checklist and Discussion

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒

The Project site is not in an area designated by CAL FIRE as a FHSZ. Furthermore, no Very High FHSZs are located nearby. Also, the Project site is not located in a state responsibility area (CAL FIRE 2009). The Project would have no impact in this area.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒

The Project site is not in an area designated by CAL FIRE as a FHSZ. Furthermore, no Very High FHSZs are located nearby. Also, the Project site is not located in a state responsibility area (CAL FIRE 2009). The Project would have no impact in this area.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒

The Project site is not in an area designated by CAL FIRE as a FHSZ. Furthermore, no Very High FHSZs are located nearby. Also, the Project site is not located in a state responsibility area (CAL FIRE 2009). The Project would have no impact in this area.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

The Project site is not in an area designated by CAL FIRE as a FHSZ. Furthermore, no Very High FHSZs are located nearby. Also, the Project site is not located in a state responsibility area (CAL FIRE 2009). The Project would have no impact in this area.

4.20.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.21 Mandatory Findings of Significance

4.21.1 Mandatory Findings of Significance (XXI) Environmental Checklist and Discussion

Does the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐

Section 4.5 Cultural Resources and *Section 4.18 Tribal Cultural Resources* describe how the Proposed Project would have potential impact cultural resources and tribal cultural resources. However, with implementation of Mitigation Measure **CUL-1**, this potential impact would be reduced to a level that is considered less than significant.

Section 4.4 Biological Resources describes how the Proposed Project has the potential to impact special-status plants including California androsace, Ashland thistle, and Shasta orthocarpus and protected birds. However, with the implementation of mitigation measures **BIO-1** and **BIO-2**, these potential impacts to biological resources will be reduced to a less than significant level.

Section 4.7 Geology and Soils describes how future development of the site may result in the potential to impact paleontological or other geologically sensitive resources. Mitigation measure **GEO-2** would reduce this impact to a less than significant level.

Does the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐

Implementation of the Proposed Project, in conjunction with other approved or pending projects in the region, has the potential to result in cumulatively considerable impacts to the physical environment.

However, with implementation of Project-specific mitigation measures proposed in the relevant subsections of this IS/MND (See sections a) and c)), these potential impacts would be reduced to a level that is considered less than significant.

Does the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Direct and indirect impacts to human beings would be less than significant. As explained under item a) above, the Project has the potential to have a substantial adverse impact on biological resources, cultural resources and paleontological resources. However, none of these potential impacts would directly or indirectly impact human beings. The Project has no other potentially significant impacts. As such, the Project has a less than significant impact in this area.

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SECTION 7.0 APPENDICES

Appendix A –Air Quality/ GHG and Health Risk Reports

Appendix B – Biological Resource Assessment

Appendix C – Energy Consumption Outputs

Appendix D1 – FHWA Highway Traffic Noise Prediction Model

Appendix D3 – Roadway Construction Noise Model

Appendix D4 – SoundPLAN 3D Noise Model

Appendix E – Yreka travel Plaza Project Traffic Impact Study

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