

Initial Study
YREKA TRAVEL CENTER AND HOTEL PROJECT
PUD AMENDMENT AND CUP AMENDMENT
City of Yreka, California

Lead Agency:



City of Yreka
701 Fourth Street
Yreka, CA 96097

Prepared by:



ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

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July 2022

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SUMMARY - YREKA TRAVEL CENTER AND HOTEL PROJECT INITIAL STUDY

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/State Highway 3 in the City of Yreka. APNs: 053-642-350, 360, 370 and 380. (Figures 1 and 2). 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 ° and longitude -122.625509 °.

Project Description:

Development of the Project would require the approval by the Planning Commission and City Council of an amendment to PUD 5-98 and associated Use Permit No. 2883. The Proposed Project is located on approximately 4.97 acres of land, currently identified as four separate parcels by the Siskiyou County Assessor's Map records (Assessor's Parcel Numbers (APN): 053-642-350, -360, -370, and -380). The Project Site is within the City's GC (General Commercial) General Plan land use designation and is zoned Planned Unit Development (PUD 5/98). The site is bounded by existing commercial uses (hotel) to the west, a recreational vehicle (RV) park to the south, the Yreka Truck Stop and vacant land to the west, and Montague Road/State Route 3 (SR-3) and vacant lands to the north.

The Project is proposed to be completed in two phases and includes the following:

Phase I

- a 12,300 square-foot (sf) building consisting of a convenience store, a food hall, and retail shop open 7 days a week, 24 hours a day; a fuel center, with eight dispensers for automobiles and RVs, a separate fuel center with four diesel dispensers for semi-trucks, and a 99-space parking lot.

Phase II

- a 70-room, three-story hotel, and parking.

Access to the site is provided by two driveways for the convenience store/fueling site and two driveways for the hotel site, all via an existing private road from Montague Road/SR-3.

The 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.

Public Review Period: To be determined

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ACRONYMS AND ABBREVIATIONS

Acronym	Definition
°F	degrees Fahrenheit
AB	Assembly Bill
ADT	Average Daily Trips
ADWF	Average dry weather flow
af/yr	acre-feet per year
AMSL	Above mean sea level
SCAPCD	Siskiyou County Air Pollution Control District
APN	Accessor Parcel Number
BMPs	Best Management Practices
BRA	Biological Resources Assessment
CAL FIRE	California Department of Forestry and Fire Protection
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CGS	California Geological Survey
CH ₄	Methane
CNEL	Community noise equivalent level
CO	Carbon Monoxide
CO ₂	Carbon Dioxide
CO ₂ e	Carbon Dioxide Equivalent
CUP	Conditional Use Permit
CVC	California Vehicle Code
dBA	A-weighted Decibels
Division	Division Siskiyou County Environmental Health
DMR	California Division of Mine Reclamation
DOC	California Department of Conservation
DOF	California Department of Finance
DTSC	Department of Toxic Substances Control
DWR	Department of Water Resources
EIR	Environmental Impact Report
EV	Electric Vehicle
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zone
FIRM	Flood Insurance Rate Map
General Permit	General Construction Activity Stormwater Permit
GHG	Greenhouse Gas
gpd	Gallons per day
GSA	Groundwater Sustainability Agency
GSP	Groundwater Sustainability Plan

Acronym	Definition
I-5	Interstate 5
IS/MND	Initial Study Mitigated Negative Declaration
kWh	Kilowatt hours
L _{dn}	Day-night average sound level
L _{eq}	L _{eq}
LL	Liquid Limit
LOS	Level of service
LUST	Leaking Underground Storage Tank
mgd	Million gallons per day
MND	Mitigated Negative Declaration
MRZ	Mineral Resource Zones
MS4	Municipal Separate Storm Sewer Systems
N ₂ O	Nitrous oxide
NAHC	Native American Heritage Commission
NEIC	North Central Information Center
NO ₂	Nitrogen dioxide
NOI	Notice of Intent
NO _x	Nitrogen oxide
NPAB	Northeast Plateau Air Basin
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
O ₃	Ozone
OPR	California Governor's Office of Planning and Research
PI	Plasticity index
PL	Plastic Limit
PM ₁₀ and PM _{2.5}	Particulate Matter
PPL	Pacific Power and Light
PRC	Public Resource Code
Project/ Proposed Project	Yreka Travel Center and Hotel Project
PUD	Planned Unit Development
RV	Recreational vehicle
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAPCD	Siskiyou County Air Pollution Control District
SGMA	Sustainable Groundwater Management Act
SIP	State Implementation Plan
SO ₂	sulfur dioxide
SR	State Route
STAGE	Siskiyou Transit and General Express
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TIAM	Traffic Impact Analysis Memorandum
UCMP	California Museum of Paleontology
USACE	United States Army Corps of Engineers
USEPA	Environmental Protection Agency

Acronym	Definition
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
VMT	Vehicle miles traveled

1.0 BACKGROUND

1.1 Summary

Project Title:	Yreka Travel Center and Hotel Project
Lead Agency Name and Address:	City of Yreka 701 Fourth Street Yreka, CA 96097
Contact Person and Phone Number:	Juliana Lucchesi, Planning Director, (530) 841-2324
Project Location:	717, 727, 737 and 747 Montague Road/SR-3 in the City of Yreka. APNs: 053-642-350, 360, 370 and 380. (Figures 1 and 2). 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 ° and longitude -122.625509 °.
General Plan Designation:	GC (General Commercial)
Zoning:	CH (Commercial Highway), PUD (Planned Use Development) PUD 5-98

1.2 Introduction

This Initial Study has been prepared to identify and assess the anticipated environmental impacts of the Yreka Travel Center Project (Project or Proposed Project). The City of Yreka is the Lead Agency for this Initial Study.

This document has been prepared to satisfy the California Environmental Quality Act (CEQA) (Public Resources 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 Initial Study is generally used to determine which CEQA document is appropriate for a Project (Negative Declaration, Mitigated Negative Declaration [MND], or Environmental Impact Report [EIR]). Based on existing conditions and knowledge of the site, it has already determined that an EIR will be required for the Project. The purpose of the Yreka Travel Center and Hotel Project Initial Study is to eliminate from further analysis those areas listed in CEQA Guidelines Appendix G shown as having no impact or a less than significant impact, from further consideration in the EIR.

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 Project.

1.4 Purpose and Document Organization

The purpose of this Initial Study is to evaluate the potential environmental impacts of the Proposed 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. It 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.

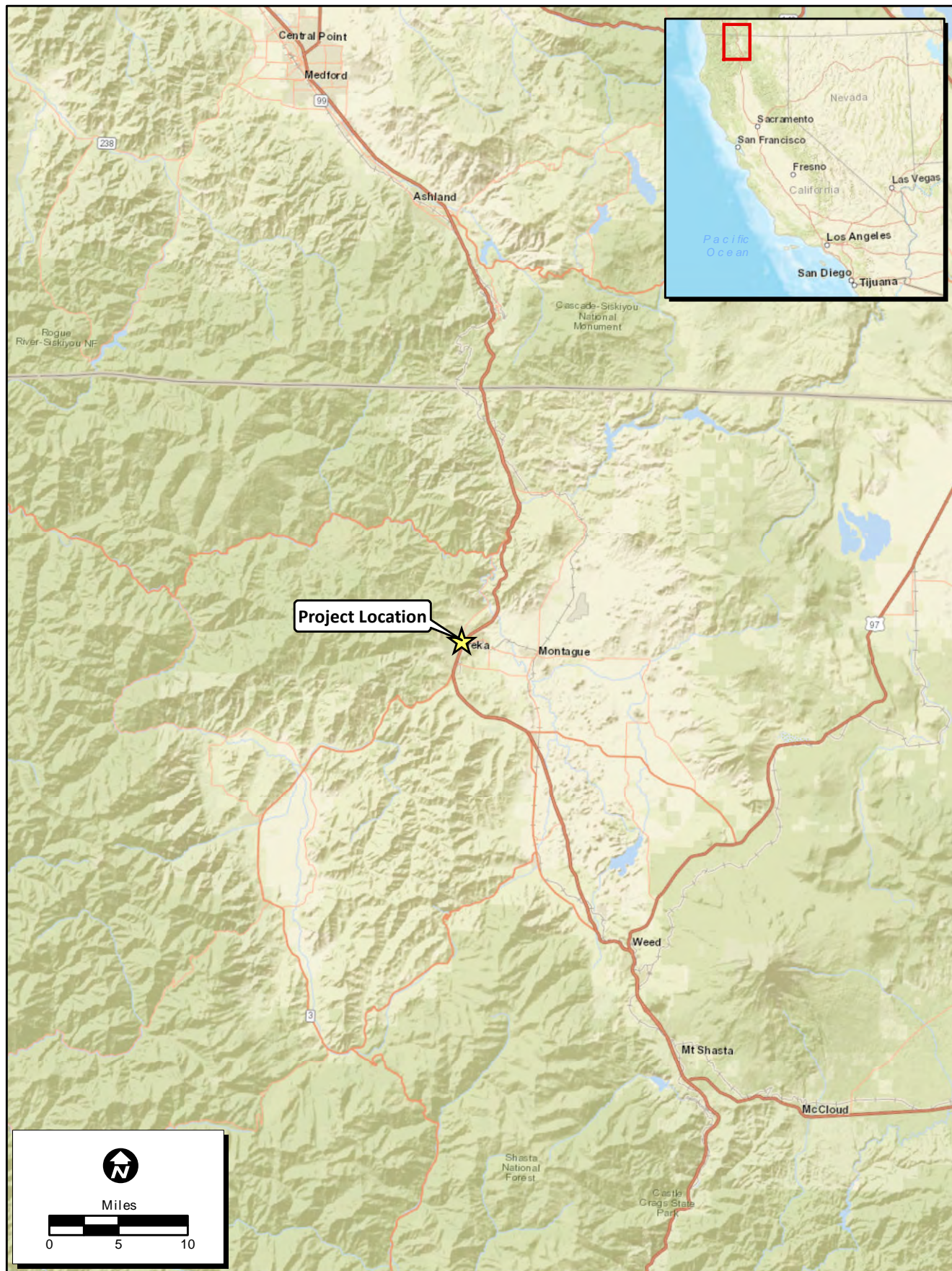
5.0 List of Preparers – This section lists the names of documents preparers.

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

7.0 List of Attachments – 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/SR 3. The assigned addresses for the four undeveloped parcels of the Project Site are 717, 727, 737 and 747 Montague Road/SR-3 (Figures 1 and 2).



Map Date: 5/10/2022

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

Figure 1. Regional Location

Refresh Travel Center



Figure 2. Site Location
Refresh Travel Center

The Project is located on the following four parcels:

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

The 4.97-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. The Yreka Truck Stop is east of the site, with vacant land and a lumber yard and mini-storage beyond (Figure 3).

1.6 Project History

The Project applicant submitted a development application to the City in 2019 for the construction of a convenience store, restaurant, Arco AM/PM gas station, diesel station, a food court with several restaurants, a bar, an exterior patio, laundry, showers, restrooms, and a truck shop.

The Proposed Project is located within Planned Unit Development 5-98 (PUD 5-98). The City Council approved PUD 5-98 in May 1998 via Use Permit No. 2883 (CUP 2883). The Project Site has been identified in PUD 5-98 for the development of a *Quick Service/Full Service Restaurant*. Because the previously proposed Yreka Travel Center and Hotel Project proposed uses that were not consistent with the approved zoning for the Project Site in PUD 5-98, an amendment to PUD 5-98 and CUP 2883 (resulting in a new Conditional Use Permit [CUP 2021-04]) specific to the Project was required. Since the PUD amendment and CUP require approval by the Planning Commission and City Council, this is considered a discretionary action and therefore CEQA review was required. As such, a Draft Initial Study and resultant Mitigated Negative Declaration (MND) (SCH #2021040260) was completed for the Yreka Travel Center and Hotel Project and provided to the public for review. The 30-day public review period was from April 12 to May 11, 2021.

As a result of comments received on the 2021 Draft IS/MND, the Project applicant decided to revise the Project. These revisions resulted in proposed uses not included in the previous project. Additionally, the 2021 CEQA analysis was never completed and adopted by the City. Therefore, a new CEQA environmental review is required.

1.7 Environmental Setting

The Proposed Project is located in a mostly rural area of the City of Yreka with sparse development surrounding the site. The 4.97-acre Project Site is vacant of structures and relatively flat, gently sloping from east to west, with elevations between 2,630 and 2,660 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 surrounded on three sides by roadways. No ponds, creeks or other water features are located on the site.



Figure 3. Surrounding Uses
Refresh Travel Center

2.0 PROJECT DESCRIPTION

2.1 Project Description

Development of the Project would require the approval by the Planning Commission and City Council of an amendment to PUD 5-98, associated Use Permit No. 2883, and variance to increase the height of the hotel building. The Proposed Project is located on approximately 4.97 acres of land, currently identified as four separate parcels by the Siskiyou County Assessor's Map records (APNs 053-642-350, -360, -370, and -380). The Project Site is within the City's GC (General Commercial) General Plan land use designation and is zoned Planned Unit Development (PUD 5-98). The site is bounded by existing commercial uses (hotel) to the west, an RV park to the south, the Yreka Truck Stop and vacant land to the west, and Montague Road/SR-3 and vacant lands to the north.

The Project is proposed to be completed in two phases consisting of the following:

Phase I

- a 12,300-sf building including a convenience store, a food hall, bar, retail shop, and outdoor patio, open 7 days a week, 24 hours a day,
- a fuel center with a 6,298-sf canopy, with eight dispensers for automobiles and RVs ,
- a separate fuel center with 1,872-sf canopy, with four diesel dispensers for semi-trucks,
- two underground gasoline/diesel fuel tanks (size to be determined), three 12,000-gallon above-ground diesel tanks, and a 10-foot propane tank.
- parking accommodating 99 spaces, including 12 spaces for Electric Vehicle (EV)s charging,
- a pet park area,
- two monument signs and a goalpost sign, and
- perimeter landscaping (44,676 sf total for Phases I and II).

Phase II

- a 70-room, three-story hotel (44 feet tall, 17,032 sf).
- parking accommodating 76 spaces, including two spaces for EV charging,
- a goalpost sign, and
- perimeter landscaping (44,676 sf total for Phases I and II).

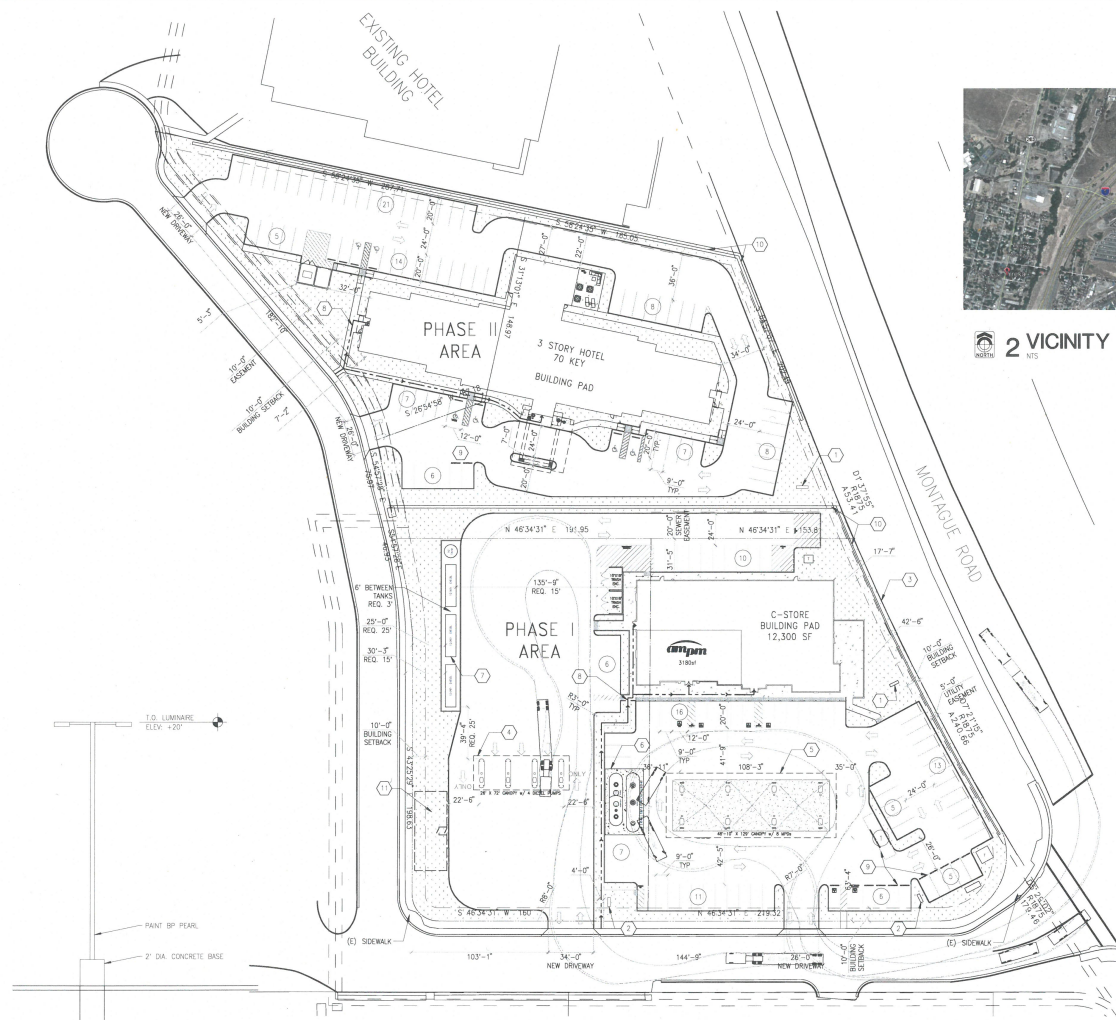
Once completed, the Project is estimated to employ 40 to 50 persons overall with approximately 12 to 15 employees per shift.

Access to the site is provided by two driveways for the convenience store/fueling site and two driveways for the hotel site, all via an existing private road from Montague Road/SR 3 (Figures 4 through 7).

I-5 at Montague Road
Yreka, California
APN: 053-642-350 THRU 380



2 VICINITY MAP



KEYED NOTES

- 1 GOAL POST SIGN
- 2 MONUMENT SIGN
- 3 PROPERTY LINE
- 4 FUEL STATION CANOPY W/ 4 DIESEL PUMPS
- 5 FUEL STATION CANOPY W/ 8 MULTIPLE PRODUCT DISPENSERS
- 6 UNDERGROUND FUEL TANKS
- 7 ABOVEGROUND FUEL TANKS
- 8 ACCESSIBLE PATH OF TRAVEL
- 9 EV/CHARGING
- 10 RETAINING WALL
- 11 PET PARK

SITE LEGEND

- NEW CONCRETE SIDEWALK/PAVING
- NEW LANDSCAPE AREA

SITE DATA

TOTAL AREA = 4.97 ACRES
PHASE I AREA = 2.88 ACRES
PHASE II AREA = 2.09 ACRES
ZONE = CH (HIGHWAY COMMERCIAL)
MAX BUILDING HEIGHT = 35 FEET

PHASE I FACILITIES

12,300 SF TRAVEL CENTER WITH FOOD HALL, CONVENIENCE STORE, AND RETAIL SHOP
AUTO FUEL CANOPY WITH 8 MULTIPLE PRODUCT DISPENSERS
DIESEL FUEL CANOPY WITH 4 DISPENSERS

PHASE II FACILITIES

70 KEY INN & SUITES

PARKING PROVIDED

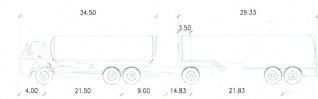
RETAIL ESTABLISHMENTS REQUIRED: 1 SPACE PER 200 SF OF FLOOR AREA
CONVENIENCE STORE: 2557 SF / 200 SF = 13 SPACES
RETAIL SHOP: 5497 SF / 200 SF = 27 SPACES
RESTAURANT REQUIRED: 1 SPACE FOR EVERY 3 SEATS, PLUS 1 FOR EACH EMPLOYEE AT THE MAXIMUM SHIFT
EMPLOYEES: 150 / 3 = 50 SPACES
SEATS: 150 / 3 = 50 SPACES
PHASE I TOTAL REQUIRED = 85 SPACES
PHASE I PARKING PROVIDED:
RETAIL/FUEL PUMPS = 22 SPACES
RESTAURANT = 48 SPACES
EMPLOYEE CLEAN AIR/EV = 12 SPACES
TOTAL PROVIDED = 99 SPACES
PARKING REQUIRED:
HOTEL: 1 SPACE FOR EACH UNIT X 70 = 70 SPACES
PHASE II PARKING PROVIDED: HOTEL = 76 SPACES

Center Loaded-Guest Room Count Breakdown

	GROUND FL.	2ND FLOOR	3RD FLOOR	TOTAL
KING	3	0	6	9
DOUBLE QUEEN	9	12	15	36
KING STUDIO	7	8	8	23
ACCESSIBLE KING	0	1	1	2
ACCESSIBLE DOUBLE QUEEN	0	1	1	2
ACCESSIBLE KING STUDIO	1	0	0	1
TOTAL	11	22	31	64

Room Sizes

KING	14'-0" x 22'-6"
DOUBLE QUEEN	12'-0" x 28'-6"
DOUBLE QUEEN EXTENDED & WIDE	14'-0" x 27'-6"
KING STUDIO	18'-1" x 20'-0"
WIDE KING STUDIO	18'-1" x 22'-0"
(OPT) DOUBLE QUEEN STUDIO	22'-0" x 20'-0"
ACCESSIBLE KING	14'-0" x 28'-6"
ACCESSIBLE DOUBLE QUEEN	18'-0" x 28'-6"
ACCESSIBLE KING STUDIO	22'-0" x 22'-6"
(OPT) ACCESSIBLE DOUBLE QUEEN STUDIO	22'-0" x 28'-6"



ARCO 75'

FIRST PART WIDTH :8.50
TRAILER WIDTH :8.50
FIRST PART TRACK :8.50
LOCK TO LOCK TIME :6.0
STEERING ANGLE :36.0
ARTICULATING ANGLE :70.0

3 SITE LIGHTING
SCALE: 1/4" = 1'-0"

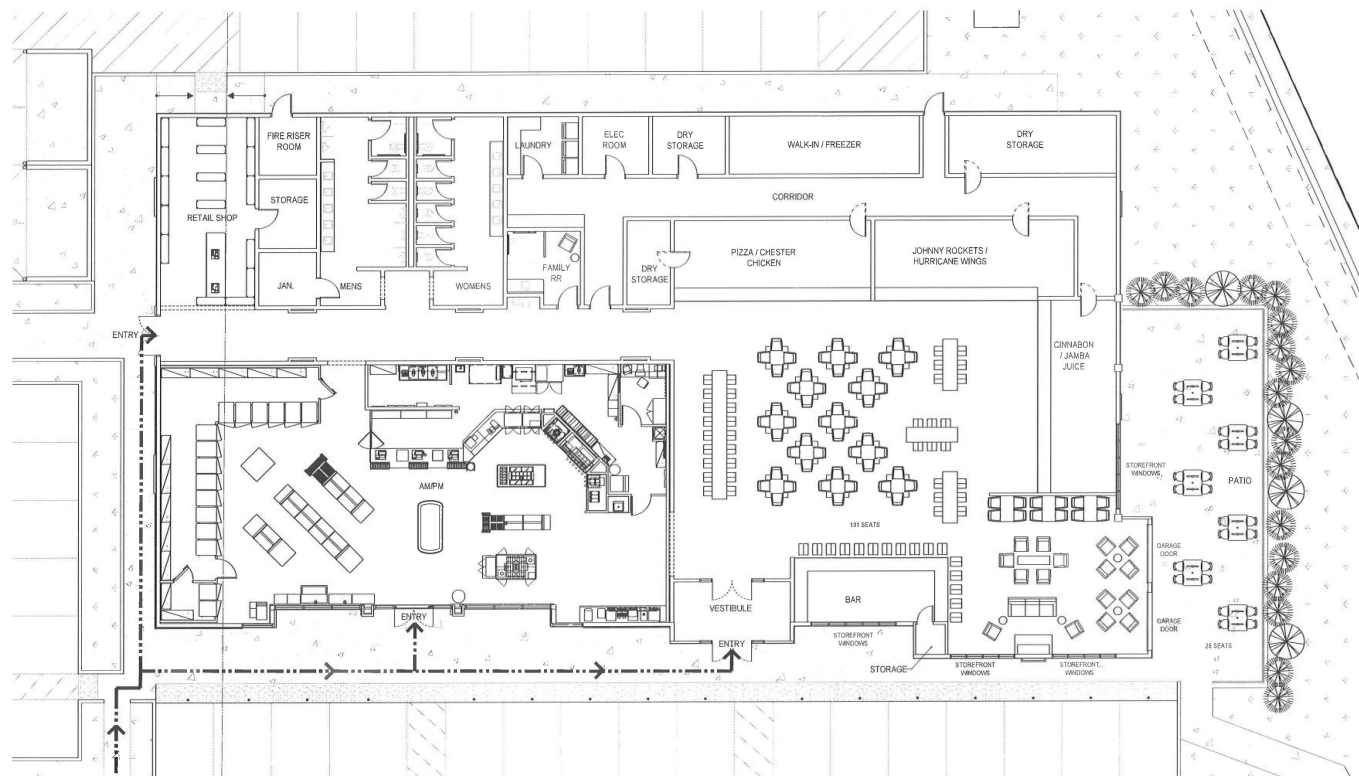
1 SITE PLAN
SCALE: 1" = 40'-0"



SITE PLAN

Conditional Use Permit Package | A2

I-5 at Montague Road
Yreka, California
APN: 053-642-350 THRU 380



TRAVEL CENTER FLOOR PLAN
SCALE: 1/8" = 1'-0"

PRELIMINARY FLOOR PLAN

Conditional Use Permit Package | A2.1

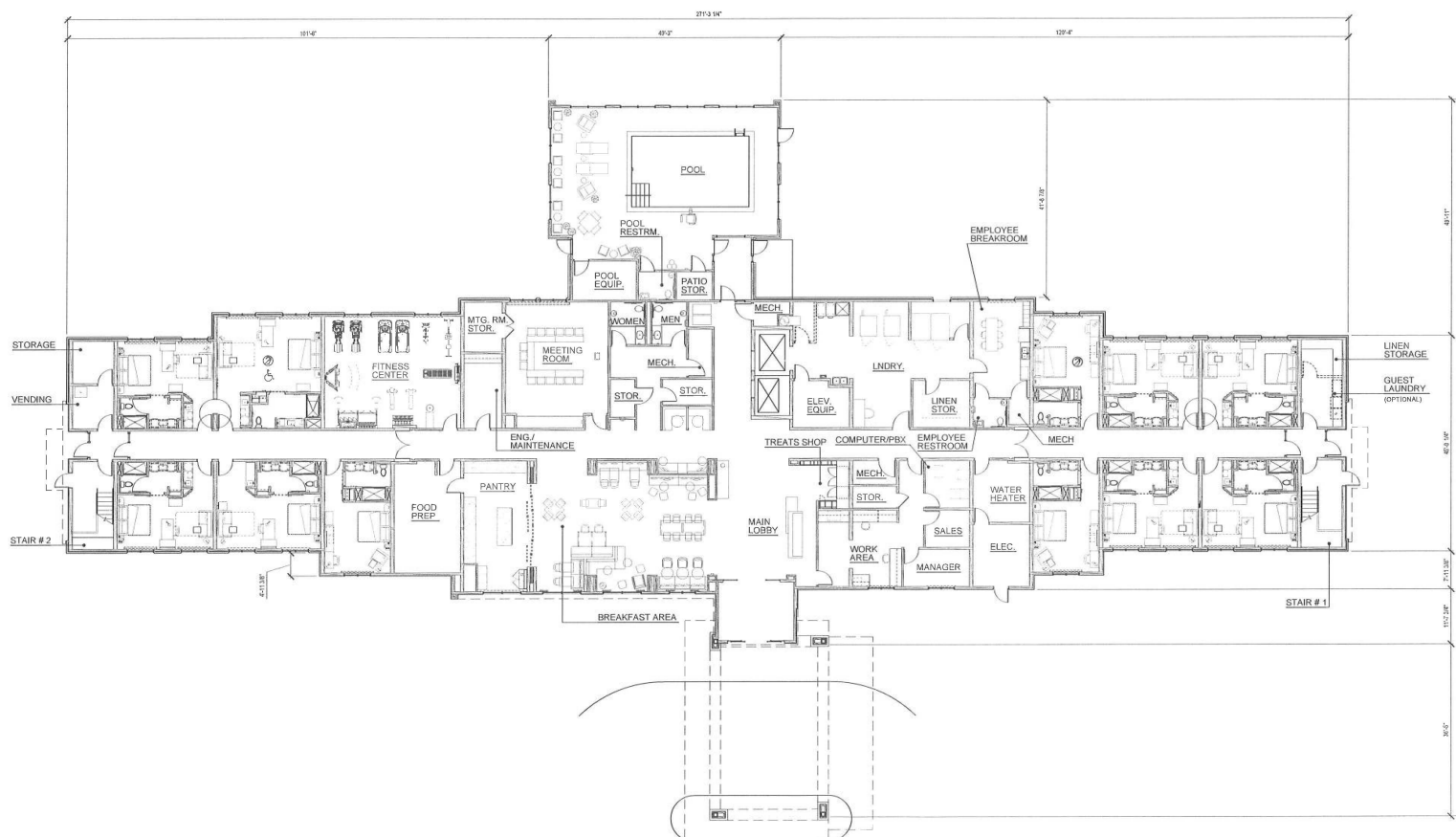
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ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Figure 5. Travel Center Floor Plan
Refresh Travel Center

I-5 at Montague Road
Yreka, California
APN: 053-642-350 THRU 380



01 INN & SUITES FLOOR PLAN
SCALE: 3/32" = 1'-0"

PRELIMINARY FLOOR PLAN

Conditional Use Permit Package | pt A2.2

Figure 6. Hotel Floor Plan
Refresh Travel Center



FRONT ELEVATION
SCALE 1/8"=1'-0"



RIGHT ELEVATION
SCALE 1/8"=1'-0"



LEFT ELEVATION
SCALE 1/8"=1'-0"



REAR ELEVATION
SCALE 1/8"=1'-0"

GENERAL NOTES

A. HORIZONTAL BEVEL AND VERTICAL CORNER JOINT LOCATIONS IN FRESH SYSTEM SHOWN ARE TO ALIGN AS CLOSELY AS POSSIBLE TO ELEVATIONS.

COLOR LEGEND

P-1	BENETON HICKORE 1817 TROPICAL PLAINS GOLDEN SATIN PP-001
P-3	BENETON HICKORE 1818 TROPICAL CREEK SATIN PP-001
P-2	BENETON HICKORE 1111-18 PINKISH HIGH GLOSS FINISH
P-4	GREEN WALLPAPER 1933 DARK HIGH GLOSS FINISH

MATERIAL LEGEND

AK-1	ALUMINUM COMPOSITE MATERIAL PANTONE 650C DUAL COLORING
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EXTERIOR ELEVATIONS

Conditional Use Permit Package - A5.1

20171.0



ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Figure 7. Convenience Store Exterior Elevations
Refresh Travel Center

The existing unnamed private roadway serves various properties within PUD 5-98. According to the Siskiyou County Assessor's Office, this road is a private road currently owned by A1 Investments LLC, 9950 Koa Lane, Elk Grove California 95624-5009. The Project applicant has submitted a copy of the Yreka Travel Plaza Association Declaration of Covenants, Conditions and Restrictions (CC&Rs) to the City. The Yreka Travel Plaza Association was the consortium of owners in the original PUD 5-98. According to the CC&Rs, the Project has full access and use of the private road, known as the *Common Area* in the CC&Rs. In addition, the CC&Rs provide the maintenance responsibilities of the Common Area, required and shared between landowners in PUD 5-98. All current and future maintenance of this roadway and roadway landscaping is the responsibility of the landowners within PUD 5-98.

The Project Site is vacant of structures and relatively flat, gently sloping from east to west, with elevations between 2,630 and 2,660 AMSL for the site.

Development of the Project would require the approval by the Planning Commission and 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 Yreka Travel Center and Hotel Project proposes uses that are not consistent with this approved use, an amendment to PUD 5-98 and Use Permit No. 2883 is required. Additionally, the Project applicant is requesting a Variance to increase the height of the hotel from the zoning code maximum of 35 to 44 feet(16.58.010(a) Yreka Municipal Code).

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

As the lead agency, the City of Yreka has the ultimate authority for Project approval or denial. The Proposed Project may require the following discretionary approvals and permits by the City for actions proposed as part of the Project:

- Certification of the EIR

- Adoption of PUD 5-98 amendment

- Adoption of CUP

- Approval of Variance for Increased Height Maximum

In addition to the above City actions, the Project may require approvals, permits, and entitlements from other public agencies for which this IS and the EIR may be used, including, without limitation, as provided below.

2.2.2 North Coast Regional Water Quality Control Board

The North Coast Regional Water Quality Control Board (RWQCB) typically requires 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 (SCAPCD). The Project applicant will be required to obtain approval of a dust control plan from the SCAPCD 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 (Caltrans) 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 2002-2022 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 or Flood Insurance Rate Map (FIRM) as Zone A, AO, A1-30, AE, A99, or AH. The Project Site is shown on the Federal Emergency Management Agency (FEMA) FIRM 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 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 Shasta Indian Nation and the Karuk Tribe of the Proposed Project on June 28, 2022. At the time of this writing, the City has not received any responses by the Shasta Indian Nation or the Karuk Tribe. Further information on potential Tribal Cultural Resources in the Project Area is provided in Section 4.18 of this IS/MND.

3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION

3.1 Environmental Factors Potentially Affected

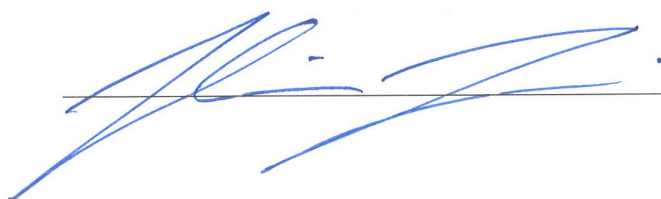
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

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

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.	<input type="checkbox"/>
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.	<input type="checkbox"/>
I find that the Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	<input checked="" type="checkbox"/>
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.	<input type="checkbox"/>
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.	<input type="checkbox"/>



7/15/2022

Date

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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 distant views of the Siskiyou and Cascade ranges to the north and east, with Mount Shasta as the prominent feature to the southeast. Mount Shasta is an active volcano, 14,182 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 2022).

SR 97 from I-5 in Weed to Oregon/California state line;

SR 161 from SR 97 near Dorris to SR 139 near Hatfield;

I-5 from SR 89 near Mount 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 offsite roadway vantage points.

4.1.2 Aesthetics (I) Environmental Checklist and Discussion

Except as provided in Public Resources Code Section 21099, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than significant impact.

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 a combination of rural and urban uses with a hotel and large lot single-family home to the west, RV park to the south, a truck stop and semi-truck parking area to the east and SR 3 and vacant land to the north. The Project Site neither contains unique visual features that would distinguish it from surrounding areas nor located within a designated scenic vista. In addition, there are no distinct or distinguishing rock features on the Project Site. Phase I of the Project proposes a single-story travel center building with an approximate building height of 28 feet. While the 12,300-sf. building would be visually prominent, it would not block distant views of the Siskiyou and Cascade ranges. Figure 7 provides exterior elevations of the travel center building. Phase II includes the construction of a 44-foot-tall, three-story hotel. Building elevations for the hotel are not available at this time. Construction of this hotel would at least partially block views of the distant Cascade Range from the adjacent hotel. However, the existing hotel is not considered a formal public viewing area specifically set aside to observe the scenic views of the Cascade Range. As such, the Proposed Project would have a less than significant impact in this area.

Except as provided in Public Resources Code Section 21099, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No impact.

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

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) In non-urbanized areas, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than significant impact.

CEQA Guidelines Section 15387 defines an urban area as:

"Urbanized area" means a central city or a group of contiguous cities with a population of 50,000 or more, together with adjacent densely populated areas having a population

density of at least 1,000 persons per square mile. A Lead Agency shall determine whether a particular area meets the criteria in this section either by examining the area or by referring to a map prepared by the U.S. Bureau of the Census which designates the area as urbanized. Maps of the designated urbanized areas can be found in the California EIR Monitor of February 7, 1979. The maps are also for sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The maps are sold in sets only as Stock Number 0301-3466. Use of the term "urbanized area" in Section 15182 is limited to areas mapped and designated as urbanized by the U.S. Bureau of the Census."

Based on this definition, 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, may 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 for 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.

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than significant impact.

Phase I of 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. Phase II would include the construction of a three-story hotel and accompanying parking. Potential sources of light and glare include external building lighting, parking lot lighting, illuminated signage, 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 Yreka 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 (CBC). Therefore, all new lighting from the Project will be required to be shielded and directed so as to not allow light to penetrate offsite.

All new structures would be painted in a manner that precludes bare metal surfaces, a potential source of glare. The roofs 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.

Project compliance with the Municipal Code would reduce the impacts of daytime glare and nighttime lighting by requiring Project design to limit lighting leakage and glare. Therefore, this 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 consisting of 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 or Built-Up Land for the western half of the site and Grazing land for the eastern half. 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 2022).

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No impact.

The DOC identifies the Project Site as Urban or Built-Up Land for the western half of the site and Grazing land for the eastern half. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No impact.

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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No impact.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No impact.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No impact.

As previously addressed, the Project Site is not located within lands designated as forest land, timberland, or Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland). The closest area identified as Prime Farmland or Farmland of Statewide Importance by the DOC is located approximately 1.8 miles southeast of the Project Site (DOC 2022). There are no Unique Farmlands in the vicinity of the site (DOC 2022). As such, the Proposed Project would not involve other changes in the existing environment that would result in the conversion of farmland to a non-agricultural use or the conversion of forestland to a non-forest use. No impact would occur.

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 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 U.S. 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 (O₃), carbon monoxide (CO), particulate matter (PM), nitrogen oxides (NO_x), sulfur dioxide (SO₂), 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 2020).

4.3.2 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No impact.

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 2020). 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially significant impact.

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.

The Proposed Project could result in the emission of criteria air pollutants during construction and operation. It is not possible to determine the impact the Project would have on any criteria pollutant because an air quality analysis has not yet been completed for the Proposed Project. As such, this is considered a potentially significant impact and will be further discussed in the EIR.

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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially significant impact.

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. The CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. The nearest sensitive receptors to the Project Site are residences located adjacent to the Project Site.

The Proposed Project could result in the emission of criteria air pollutants during construction and operation. It is not possible to determine the impact the Project would have on sensitive receptors because an air quality analysis has not yet been completed for the Proposed Project. As such, this is considered a potentially significant impact and will be further discussed in the EIR.

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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially significant impact.

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.

Based on uses proposed for the Project, the Project could result in emissions causing unpleasant odors during construction. As such, this is considered a potentially significant impact and will be further discussed in the EIR.

4.3.3 Mitigation Measures

To be determined as a part of the EIR analysis.

4.4 Biological Resources

A Biological Resources Assessment (BRA) for the Proposed Project was conducted by ECORP in 2021 (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 BRA determined that the Project would potentially impact special-status plants and migratory birds.

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 4.97-acre Project Site.

The Study Area is located in a heavily impacted area in the southeastern quadrant of the I-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 AMSL 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.

4.4.2 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially significant impact.

The BRA determined that the Project has the potential to affect candidate, sensitive, or special-status species and mitigation will be required. While CEQA allows mitigation measures to be provided in an Initial Study and then referred to in an EIR, in order to provide an uncomplicated review process, the full analysis of this item will occur as a part of the EIR.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No impact.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No impact.

The BRA determined that there 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially significant impact.

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 federal Migratory Bird Treaty Act and California Fish and Game Code § 3503, among others. In order to provide an uncomplicated review process, the full analysis of this item will occur as a part of the EIR.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No impact.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No impact.

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.

4.4.3 Mitigation Measures

To be determined as a part of the EIR analysis.

4.5 Cultural Resources

A Cultural Resources Records Search and Literature Review was prepared by ECORP (2021b) 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.

4.5.1 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 Mount 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 Karuk Tribe is also located within the surrounding area of Yreka and the Project site. The Karuk Tribe is a federally recognized Indian tribe of Karuk people. A tribe from the far northwestern portion of California, inland along the middle section of the Klamath River. Karuk means "upstream," as opposed to the word for their neighbors, Yurok, which means "downstream." Culturally, the Karuk were very similar to the neighboring Yurok and Hupa. Their language is one of the Hokan language family. They traditionally relied on the salmon runs that occur twice each year, as well as on gathering foods. Karuk population in the 18th century is estimated to have been around 1,500. Today, the Karuk are one of the largest tribes in California, with approximately 4,800 members, although the tribe has a small land base. Today, Karuk Indians live in the Orleans district in Humboldt County, the Happy Camp district, the Yreka district, along the Forks of the Salmon region in Siskiyou County, and in southern Oregon (SDSU 2022).

The Project's surrounding vicinity is a mixture of rural and urban uses and the site has been graded in 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 (ECORP 2021b).

4.5.2 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially significant impact.

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 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. As such, mitigation will be required. In order to provide an uncomplicated review process, the full analysis of this item will occur as a part of the EIR.

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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially significant impact.

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. As such, mitigation will be required. In order to provide an uncomplicated review process, the full analysis of this item will occur as a part of the EIR.

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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially significant impact.

Previous cultural resource investigations conducted for projects in the vicinity of the Project area indicate 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. As such, mitigation will be required. In order to provide an uncomplicated review process, the full analysis of this item will occur as a part of the EIR.

4.5.3 Mitigation Measures

To be determined as a part of the EIR analysis.

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 (e.g., oil, natural gas, coal) and emissions of pollutants during the construction and operational phases. The impact analysis focuses on the three sources of energy relevant to the proposed Project: electricity, the equipment-fuel necessary for Project construction, and the automotive fuel and natural gas necessary for Project operations.

4.6.1.1 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 Mount Shasta in Northern California. 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.

4.6.1.2 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, diesel fuel, or aviation 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 2020 is shown in Table 4.6-1. As indicated, the demand has remained constant since 2015, with an increase in 2020.

Table 4.6-1. Non-Residential Electricity Consumption in Siskiyou County 2015-2019	
Year	Electricity Consumption (kilowatt hours)
2020	285,052,808
2019	269,141,808
2018	273,575,109
2017	273,820,430
2016	272,398,917

Source: California Energy Commission 2020

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 2021

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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially significant impact.

The impact analysis focuses on the four sources of energy relevant to the Proposed Project: electricity, natural gas, the equipment-fuel necessary for Project construction, and the automotive fuel necessary for Project operations. The amount of energy necessary to construct and operate the Project and whether or not it is a wasteful, inefficient, or unnecessary consumption of energy resources has not been determined and, as such, this area will be further discussed in the EIR.

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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially significant impact.

As discussed under Item a), the amount of energy necessary to construct and operate the Project and whether or not it is a wasteful, inefficient, or unnecessary consumption of energy resources has not been determined. How this will affect a state plan for renewable energy or energy efficiency has also not been determined at this time. For these reasons, this area will be further discussed in the EIR.

4.6.3 Mitigation Measures

To be determined as a part of the EIR analysis.

4.7 Geology and Soils

This section addresses the potential impact of the Proposed Project on geological and soil resources as well as paleontological resources within the Project area.

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 to south along the west coast of North America from British Columbia through Washington and Oregon to Mount Shasta 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 known historic eruptions in the contiguous United States have been from volcanoes in the Cascade Range.

4.7.1.1 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 to 8,000 feet AMSL an irregular drainage. In the western Klamath 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 (California Geological Survey [CGS] 2002).

4.7.1.2 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 2022).

Table 4.7-1. Project Site Soil Characteristics				
Soil (Map Unit Name, Map Unit Symbol)	Percentage of Site	Drainage	Flooding Frequency Class	Frost Action¹
Facey loam, 5 to 15 percent slopes	100%	Well drained	None	Moderate
	Runoff Potential²	Linear Extensibility³	Erosion Hazard⁴	Plasticity Index⁵
Facey loam, 5 to 15 percent slopes	C (moderate)	4.3% (moderate)	Slight	12.1

Source: NRCS 2022

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.
5. Plasticity index (PI) is a measure of the plasticity of a soil. The plasticity index is the size of the range of water contents where the soil exhibits plastic properties. The PI is the difference between the liquid limit and the plastic limit ($PI = LL - PL$). Soils with a high PI tend to be clay, those with a lower PI tend to be silt, and those with a PI of 0 (non-plastic) tend to have little or no silt or clay.
 Soil descriptions based on PI:
 (0) – Non-plastic
 (<7) – Slightly plastic
 (7-17) – Medium plastic
 (>17) – Highly plastic

4.7.1.3 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 junction of I-5 and SR 3. 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 (City of Yreka 2003). Therefore, the City of Yreka is at low risk of experiencing an earthquake. However, the City has adopted the CBC and will require all buildings to meet the standards of this Code.

4.7.1.4 **Paleontological Resources**

A paleontological records search was completed using the University of California Museum of Paleontology (UCMP) Locality Search website on April 28, 2021. The search consisted of a review of the institution's paleontology specimen collection records for Siskiyou County, including the Project Area and vicinity, as well as 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 known occurrences of paleontological resources are present within or immediately adjacent to the Project Area, and whether 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 2022).

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 substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Less than significant impact.

i) Less than significant impact.

The Proposed Project Site is not located within an Alquist-Priolo Earthquake Zone (CGS 2011, 2020a). The site is not within a currently established State of California Earthquake Fault Zone for surface fault rupture hazards. No active or potentially active faults are known to be near the site. By CGS definition, an active fault is one with surface displacement within the last 11,000 years. A potentially active fault has demonstrated evidence of surface displacement within the past 1.6 million years. Faults that have not moved in the last 1.6 million years are typically considered inactive. 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 Project Site is not located within an Alquist-Priolo Earthquake Zone. In addition, compliance with CBC would assure that any new construction would incorporate the construction standards necessary for the protection of people and structures from seismic events. There would be a less than significant impact related to fault rupture.

ii) Less than significant impact.

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) Less than significant impact.

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 2020b). 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) Less than significant impact.

Steep slopes, in conjunction with certain soil types, can be prone to soil erosion and landslides. Landslides occur as a result of topographical and soil conditions, where loose soils move down steep slopes. Some of the natural causes of this instability are earthquakes, weak soils, erosion, and heavy rainfall. Human activities such as poor grading that undercuts steep slopes or overloads them with fill, excessive irrigation, and removal of vegetation can also contribute to ground failure.

Earthquakes can also induce landslides by initiating strong ground motion.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than significant impact.

As shown in Table 4.7-1, the Project Site's soils have a slight erosion potential. The Proposed Project includes the construction of new commercial structures, with construction involving grading, excavation, and soil hauling, which 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 SWPPP in order to comply with the RWQCBs General Construction Storm Water Permit.

Any development involving clearing, grading, or excavation that causes soil disturbance of one or more acres, or any project involving less than one acre that is part of a larger development plan and includes clearing, grading, or excavation, is subject to National Pollutant Discharge Elimination System (NPDES) State General Permit (Order No. 2009-0009-DWQ) provisions. Any development of this size in the City of Yreka, including the Project Site, would be required to prepare and comply with an approved SWPPP that provides a schedule for the implementation and maintenance of erosion control measures and a description of the erosion control practices, including appropriate design details and a time schedule. The SWPPP would consider the full range of erosion control BMPs including any additional site-specific and

seasonal conditions. Erosion control BMPs include, but are not limited to, the application of straw mulch, hydroseeding, the use of geotextiles, plastic covers, silt fences, and erosion control blankets, as well as construction site entrance/outlet tire washing. The State General Permit also requires that those implementing SWPPPs meet prerequisite qualifications that would demonstrate the skills, knowledge, and experience necessary to implement SWPPPs. NPDES requirements would significantly reduce the potential for substantial erosion or topsoil loss to occur in association with new development. In addition, the Proposed Project would be required to use BMPs to control runoff from all new development and thus limit erosion.

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 off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than significant impact.

As discussed previously, the Project Site has no 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 2022). 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. Regional ground subsidence can occur if that reduction is significant enough over an appropriately thick sequence of sediments. 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 vicinity. According to the U.S. Geological Survey (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 2022). 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 Site 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than significant impact.

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 nine 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 soils exhibit a linear extensibility value of 6.7 percent. Soils with linear extensibility at this range correlate to having a high expansion potential, respectively.

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

Plasticity is also an indicator of expansive soils. The plasticity index (PI) is a measure of the plasticity of a soil. The plasticity index is the size of the range of water contents where the soil exhibits plastic properties. The Project Site has a PI of 12.1 percent and is therefore considered of medium plasticity.

Despite the shrink-swell potential identified for Project Site soils, standard procedures used in the construction of concrete footings as required by the CBC 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 waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No impact.

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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially significant impact.

ECORP conducted a search of the UCMP Specimen Search program in April 2022, which failed to indicate the presence of paleontological resources in the Project Area. Although paleontological resources sites were not identified in the Project Area, there is the possibility that unanticipated paleontological resources will be encountered during ground-disturbing project-related activities. As such, this would be considered a potentially significant impact and shall be discussed further in the EIR.

4.7.3 Mitigation Measures

To be determined as a part of the EIR analysis.

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 (CO₂), methane (CH₄), nitrous oxide (N₂O), 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. CH₄ traps over 25 times more heat per molecule than CO₂, and N₂O absorbs 298 times more heat per molecule than CO₂. Often, estimates of GHG emissions are presented in carbon dioxide equivalents (CO₂e). 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 CO₂ were being emitted.

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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially significant impact.

GHG emissions contribute, on a cumulative basis, to the significant adverse environmental impacts of global climate change. No single project could generate enough GHG emissions to noticeably change the global average temperature. The combination of GHG emissions from past, present, and future projects contributes substantially to the phenomenon of global climate change and its associated environmental impacts and as such is addressed only as a cumulative impact.

The Proposed Project would result in GHG emissions during construction and operation. Since a GHG analysis has not yet been completed for the Proposed Project, it is not possible to determine the impact the Project would have on the environment because of greenhouse gas emissions. As such, this is considered a potentially significant impact and will be further discussed in the EIR.

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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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 ((SB 32). The Proposed Project is subject to compliance with SB 32. However, as identified under Issue a), Project-generated GHG emissions has not yet been determined, therefore, it is not possible to determine if the Project would conflict with California GHG reduction goals or the City's Community Climate Action Plan. As such, this is considered a potentially significant impact and will be further discussed in the EIR.

4.8.3 Mitigation Measures

To be determined as a part of the EIR analysis.

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 (2022) and the SWRCB (2022) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than significant impact.

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 onsite, 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 fueling stations. These services would require the installation of new fueling pumps 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.

Regulatory requirements for the transport of hazardous wastes in California are specified in Title 22 of the CCR, Division 4.5, Chapters 13 and 29. In accordance with these regulations, transport of hazardous materials must comply with the California Vehicle Code, California Highway Patrol regulations (contained in Title 13 of the CCR); the California State Fire Marshal regulations (contained in Title 19 of the CCR); U.S. Department of Transportation regulations (Title 49 of the Code of Federal Regulations [CFR]); and USEPA regulations (contained in CFR Title 40). The use of hazardous materials is regulated by the DTSC (Title 22, Division 4.5 of the CCR).

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than significant impact.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than significant impact.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No impact.

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.

	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 for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No impact.

Montague-Yreka Airport, the nearest airport to the Project Site, is a 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No impact.

Yreka is located in the Operational Area of the Siskiyou County Office of Emergency Services. A Standardized Emergency Management System 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No impact.

The risk of wildfire is related to a variety of parameters, including fuel loading (i.e., vegetation), fire weather (i.e., winds, temperatures, humidity levels and fuel moisture contents), and topography (i.e., 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 2022). The Project is located in an 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

4.10.1.1 Regional Hydrology

Surface Water

The Project Site is located in the Middle Yreka Creek watershed (CAL FIRE 2022). 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 seven drainages and 66 sub-drainages (City of Yreka 2016). The main channels of Yreka Creek and tributaries were also named for planning purposes. Seven watersheds drain to the creek: Upper Yreka, Middle Yreka, Lower Yreka, Greenhorn, Upper Humbug, Lower Humbug, and Juniper creeks.

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 (City of Yreka 2016).

The Shasta River watershed is an important cold-water tributary to the Klamath River Basin. The watershed encompasses more than 790 square miles and includes more than 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 (City of Yreka 2016).

Groundwater

The Project Site is located adjacent to, although not within, the mapped boundaries of, the Shasta Valley Groundwater Basin, which is part of the North Coast Hydrologic Region (Department of Water Resources [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 Pluto's 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).

4.10.1.2 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 area is 25.8°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 inch. The most rain falls during the 31 days surrounding 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 inch (Weather Spark 2022).

As mapped by the FEMA (2011) FIRM, 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 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than significant impact.

In accordance with NPDES regulations, the State of California requires that any construction activity affecting 1 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 would result in development of a gasoline and diesel fueling stations, convenience store, restaurants, bar, truck shop, a hotel, and other areas of construction over a 4.97-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.

General Permit applicants are required to submit to the appropriate regional board Permit Registration Documents for the Project, which include a Notice of Intent (NOI), risk assessment, site map, signed certification statement, an annual fee, and a SWPPP. The SWPPP includes pollution prevention measures (i.e., erosion and sediment control measures and measures to control non-stormwater discharges and hazardous spills), demonstration of compliance with all applicable local and regional erosion and sediment control standards, identification of responsible parties, and a detailed construction timeline. The SWPPP must also include implementation of BMPs to reduce construction effects on receiving water quality by implementing erosion control measures and reducing or eliminating non-stormwater discharges.

Examples of typical construction BMPs included in SWPPPs include, but are not limited to, using temporary mulching, seeding, or other suitable stabilization measures to protect uncovered soils; storing materials and equipment to ensure that spills or leaks cannot enter the storm drain system or surface water; developing and implementing a spill prevention and cleanup plan; and installing sediment control devices such as gravel bags, inlet filters, fiber rolls, or silt fences to reduce or eliminate sediment and other pollutants from discharging to the drainage system or receiving waters. The SWPPP BMPs are recognized

as effective methods to prevent or minimize the potential releases of pollutants into drainages, surface water, or groundwater. Strict SWPPP compliance, coupled with the use of appropriate BMPs, would reduce potential water quality impacts during construction activities.

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. In addition to compliance with NPDES regulations, 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. The BMPs 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 an existing stormwater retention basin designed to accommodate all stormwater flows within the PUD 5-98 area. All stormwater flowing from the Project's parking lot and new building would flow into this basin.

Because of these standard procedures, the existing stormwater basin, and the requirement to prepare a SWPPP, the 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than significant impact.

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 sf of a new convenience store building, 17,032 sf of hotel, and large areas of paved/concrete surfaces. Currently, this area is vacant land and allows standing 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 offsite 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 offsite. Further, the Project provides approximately 44,600 sf. 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 off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

i-iii) Less than significant impact.

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

Construction activities within the Project Site would result in soil disturbances. As stated previously, for those activities that disturb 1 or more acre of land, a NPDES Construction General Permit would be required prior to the start of construction. To comply with the requirements of the NPDES Construction General Permit, these projects 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, and
- 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 will reduce potential runoff, erosion, and siltation associated with construction and operation. As such, the effects of the Proposed Project on- and offsite erosion and siltation 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.

No existing or planned stormwater drainage systems occur on the Project Site. There are storm drain inlets within the street on the corner of the SR 3/private road intersection. However, the Project does not involve changes to this storm drainage system. While the Proposed Project would involve changes to the amount of onsite impervious surfaces potentially increasing the amount of onsite runoff, any stormwater flowing from these surfaces would be routed into the existing stormwater detention pond that serves PUD 5-98.

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) No impact.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No impact.

Tsunamis typically affect coastlines and areas up to 0.25 mile inland. The Project Site is more than 110 miles from the nearest coastline. The Project would not be affected by a tsunami. Seiches generally affect locations adjacent to larger water bodies such as lakes or reservoirs. The Project Site is not located near a large body of water with potential for seiche. The nearest large water body is Greenhorn Reservoir, approximately 2.25 miles southwest of the site. According to the DWR Division of Safety of Dams, the Project Site is not located within dam inundation area of Greenhorn Reservoir (DWR 2022). 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No impact.

The Sustainable Groundwater Management Act (SGMA) passed in fall 2014, establishes a new structure for managing groundwater resources in California and requires adoption of a Groundwater Sustainability Plan (GSP) by January 31, 2022.

In Siskiyou County, the Siskiyou County Groundwater Sustainability Agency (GSA) is the entity responsible for the implementation of the Sustainable SGMA. The Siskiyou County Flood Control and Water Conservation District is responsible for development of the GSP in the Shasta Valley Groundwater Basin. The draft GSP was made available for public review on April 27, 2021, and the Final GSP was adopted by the GSA on December 7, 2021. (Siskiyou County 2021a, 2021b, 2021c). 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 4.97-acre field situated south of Montague Road/SR-3, south of undeveloped land. To the west is an existing hotel, east an existing truck stop/service station and to the south 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, and a hotel.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No impact.

As discussed above, there are existing commercial uses west, east, and south of the Proposed Project. There is not an 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No impact.

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, the USGS' Mineral Resources Data System, nor the California DOC Division of Mine Reclamation (DMR) identify the Project Site as an MRZ (City of Yreka 2003, DMR 2022, USGS 2022b).

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No impact.

As discussed above, the Project Site is not identified as having 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No impact.

The Project Site is not identified as a mineral resource recovery site by the City 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 Environmental Setting

4.13.1.1 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 (in Day-night average sound level [L_{dn}]/ Community noise equivalent level [CNEL]).

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. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Mobile transportation sources, such as highways, and hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of 3.0 A-weighted Decibels (dBA) per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance from the source. Noise generated by stationary sources typically attenuates at a rate of approximately 6.0 to 7.5 dBA per doubling of distance from the source (USEPA 1971).

Sound levels can be reduced by placing barriers between the noise source and the receiver. In general, barriers contribute to decreasing noise levels only when the structure breaks the *line of sight* between the source and the receiver. Buildings, concrete walls, and berms can all act as effective noise barriers. Wooden fences or broad areas of dense foliage can also reduce noise, but are less effective than solid barriers.

4.13.1.2 Vibration

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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially significant impact.

It is difficult to specify noise levels that are generally acceptable to everyone; what is annoying to one person may be unnoticed by another. Standards may be based on documented complaints in response to documented noise levels or based on studies of the ability of people to sleep, talk, or work under various noise conditions. However, all such studies recognize that individual responses vary considerably. Standards usually address the needs of the majority of the general public.

The Proposed Project could result in the increases in ambient noise levels in the vicinity of the Project Site during construction and operation. Since a comprehensive noise analysis has not yet been completed for the Project, the potential for noise related impacts cannot be determined at this time. Therefore, this area will be discussed in the EIR.

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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially significant impact.

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.

The Proposed Project could result in excessive groundborne vibration in the vicinity of the Project Site during construction and operation. Since a comprehensive noise analysis has not yet been completed for the Project, the potential for noise related impacts cannot be determined at this time. Therefore, this area will be discussed in the EIR.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

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

To be determined as a part of the EIR analysis.

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 0.01 percent between 2012 and 2022, from 7,769 to 7,772 (DOF 2022). 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 (DOF 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than significant impact.

The Proposed Project does not include the construction of any new homes; however, it includes the construction of a retail use and hotel that could create a limited number of new jobs in the region, approximately 50 at maximum employee use. 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 current 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 people or existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No impact.

No persons or residences would be displaced or removed as a result of the Proposed Project; 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.

4.15.1.1 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 (City of 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 (City of 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 Mattole Valley Charter School. The Yreka Union High School District serves high school-aged children in grades 9 through 12 at Yreka High School (City of 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 (City of Yreka 2016).

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; CAL FIRE; Siskiyou 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:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than significant impact.

4.15.2.1 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 Project Site. However, the Project Site is located in a developed part of the City that currently receives fire service. While a new commercial building and hotel 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.

4.15.2.2 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 and hotel 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.

4.15.2.3 Schools

The Proposed Project does not propose any permanent 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.

4.15.2.4 Parks

The Proposed Project does not propose any housing or population that would require additional recreational facilities (visitors to the Proposed hotel on site are not considered permanent residents and therefore are not accounted for when assessing the need for recreational facilities in the City limits) 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.

4.15.2.5 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 (City of Yreka 2016). Private recreational facilities include 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than significant impact.

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 Proposed hotel population onsite is considered transient as hotel guests are not permanent residents), 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No impact.

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 previous Yreka Travel Center and Hotel Project on July 12, 2019 by GHD. However, since that time the Project has been revised to include new and altered uses. Therefore, an updated traffic study is required by the City in order to analyze impacts associated with the updated Proposed Project. The traffic study will be updated to reflect the current Project and Transportation will be further analyzed in the EIR.

4.17.2 Regulatory Setting

4.17.2.1 City of Yreka 2007 General Plan

Regional access to the Project Site is provided by I-5, which spans north to the Canadian border and south to Los Angeles, California. In addition, SR 273 connects Yreka and Redding, and runs parallel to the Project Site. The Circulation Element of the General Plan (City of Yreka 2007) encourages use of parallel routes when travelling to other communities, such as SR 273. In addition, the Circulation Element encourages use of alternative transportation when possible; including walking, biking, or riding the bus. 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, Level of Service (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.

Senate Bill 743 – Vehicle Miles Traveled

SB 743, which was signed into law in 2013, initiated an update to the CEQA Guidelines to change how lead agencies evaluate transportation impacts under CEQA, with the goal of better measuring the actual transportation-related environmental impacts of any given project.

According to the Legislature: "New methodologies under the California Environmental Quality Act [were] needed for evaluating transportation impacts that are better able to promote the state's goals of reducing greenhouse gas emissions and traffic-related air pollution, promoting the development of a multimodal transportation system, and providing clean, efficient access to destinations."

Starting on July 1, 2020, agencies analyzing the transportation impacts of new projects were required now look at a metric known as vehicle miles traveled (VMT) instead of LOS. VMT measures how much actual auto travel (additional miles driven) a proposed project would create on California roads. If the project adds excessive car travel onto our roads, the project may cause a significant transportation impact (OPR 2022).

4.17.2.2 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.

4.17.2.3 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 travel way 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 (City of Yreka 2007).

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, roadway, bicycle and pedestrian facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially significant impact.

The Proposed Project is anticipated to increase roadway traffic and may affect the local roadways including bicycle and pedestrian facilities. A traffic/transportation study is being required by the City for the Project. However, at this time, this study has not yet been completed. Therefore, this potential impact will be discussed further in the EIR.

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)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially significant impact.

CEQA Guidelines Section 15064.3, subdivision (b) provides criteria for analyzing transportation impacts based on a vehicle-miles-traveled (VMT) methodology instead of the now superseded (as of January 1, 2019) LOS methodology. Pertinent to the Proposed Project are those criteria identified in Section 15064.3(b)(1) Land Use Projects. According to this section:

“Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor² should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.”

A traffic/transportation study is being required by the City for the Project, which will also include a VMT analysis. However, at this time, this study has not yet been completed. Therefore, this potential impact will be discussed further in the EIR.

² *High-quality transit corridor* means an existing corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. For the purposes of this Appendix, an *existing stop along a high-quality transit corridor* may include a planned and funded stop that is included in an adopted regional transportation improvement program.

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)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially significant impact.

Modifications to roadways may be required to allow for semi-truck use to access the semi-truck fueling center and hotel onsite. The initial TIAM conducted for the Project determined the northbound approach of the Project Access Drive is not wide enough to accommodate separate left- and right-turn lanes. This increases the potential for vehicle conflicts at this intersection. With the increase in vehicle traffic associated with the increase in guests at the proposed hotel, an updated traffic study is needed in order to determine the level of increase in impacts to Project Area roadways and any modifications to the local roadways would result in a potentially significant impact. As such, how the Proposed Project will affect these roadways will be discussed further in the EIR.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than significant impact.

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 of six driveway entrances/exits. These entrances/exits would provide emergency access redundancy. A less than significant impact would occur.

4.17.4 Mitigation Measures

To be determined as a part of the EIR analysis.

4.18 Tribal Cultural Resources**4.18.1 Environmental Setting**

A Cultural Resources Records Search and Literature Review was prepared by ECORP (2021b) 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.

The Karuk Tribe is also located within the surrounding area of Yreka and the Project site. The Karuk Tribe is a federally recognized Indian tribe of Karuk people. A tribe from the far northwestern portion of California, inland along the middle section of the Klamath River. Karuk means "upstream," as opposed to the word for their neighbors, Yurok, which means "downstream." Culturally, the Karuk were very similar to the neighboring Yurok and Hupa. Their language is one of the Hoka language family. They traditionally relied on the salmon runs that occur twice each year, as well as on gathering foods. Karuk population in the 18th century is estimated to have been around 1,500. Today, the Karuk are one of the largest tribes in California, with approximately 4,800 members, although the tribe has a small land base. Today, Karuk Indians live in the Orleans district in Humboldt County, the Happy Camp district, the Yreka district, along the Forks of the Salmon region in Siskiyou County, and in southern Oregon (SDSU 2022).

4.18.2 Tribal Consultation

As a part of the Cultural Resources Records Search and Literature Review, ECORP contacted the California Native American Heritage Commission (NAHC) on January 14, 2021, to request a search of the Sacred Lands File for the Area of Potential Effects. 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 been 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 June 28, 2022, as part of outreach for the Project pursuant to AB 52, the City of Yreka sent a certified letters to the Shasta Indian Nation and 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. At the time of this writing, the City has not received any responses by the Shasta Indian Nation or the Karuk Tribe.

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 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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially significant impact.

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. As such, mitigation will be required. In order to provide an uncomplicated review process, the full analysis of this item will occur as a part of the EIR.

4.18.4 Mitigation Measures

To be determined as a part of the EIR analysis.

4.19 Utilities and Service Systems

4.19.1 Environmental Setting

4.19.1.1 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 SWRCB. Approximately, 7,799 acre-feet per year (af/yr) of water can be supplied to the City from these water rights (City of 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 (City of Yreka 2018) There are existing City water lines located in Montague Road/SR-3.

4.19.1.2 Wastewater

The wastewater treatment facility for Yreka is located between SR 263 (North 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/SR-3.

4.19.1.3 Storm Drainage

The City is traversed by a number of natural and manufactured 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.

4.19.1.4 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 in 2018 was exported to Oregon and sent to a local facility in 2019 (Altamont Landfill).

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		
	2017	2018	2019	Remaining Capacity (cubic yards)	Remaining Capacity Date	Cease Operation Date
Altamont Landfill	3.96	14.6	37,346	65,400,000	6/30/2016	12/1/2070
Anderson Landfill Inc.	149.61	1852.58	-	10,409,132	1/1/2015	1/1/2093
Forward Landfill Inc.	-	4.25	-	24,720,669	1/31/2020	1/1/2036
McKittrick Waste Treatment	15.78		-	769,790	4/5/2012	12/31/2059
Potrero Hills Landfill	22.87	35.66	-	13,872,000	1/1/2006	2/14/2048
Recology Hay Road	67.36	35.12	-	37,000,000	7/28/2010	1/1/2077
West Central Landfill	46.17	48.2	-	6,589,044	12/1/2013	3/1/2032
Yolo County General Landfill	-	1.21	-	33,544,909	6/1/2021	2/21/2124
Yreka Solid Waste Landfill	-	1,457.31		3,924,000	1/1/2002	1/1/2065
Exported to Oregon		35,902.73	-	N/A	N/A	N/A
Yearly Total	40,264.34	39,343.68	37,346			
Average per Resident (lbs/day)	5.0	3.3	4.7			
Average per Employee (lbs/day)	13.3	13.3	13.3			

Source: CalRecycle 2022a, 2022b, and 2022c

4.19.1.5 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, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than significant impact.

4.19.2.1 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 mgd in the winter and 3.8 mgd in the summer with the capacity to treat up to 8.7 mgd. For the convenience store and restaurants included in the Project, mercantile and fast food or small restaurant water use data was obtained from rates provided by the USGS Water Resources, which provides water consumption information based on type of use by state. This information is divided into various categories such as mercantile, food service, education. 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). The USGS does not provide hotel water consumption at this time. However, estimated hotel water demand is available through other sources. According to most studies (4Hoteliers 2007), depending on the hotel, each occupied guestroom uses between 100 and 200 gallons per day (gpd) of fresh water. Based on this information and assuming full occupancy, the Project's hotel water consumption per day ranges between 7,000 to 14,000 gpd. The following assumptions were used to determine the potential water demand for the Project:

Table 4.19-2. Potential Water Demand			
Total building size 12,300 sf	Square Footage	Water Demand Factor	Projected Demand (gpd)
Convenience Store	3,180	11.8 gal/sf/day (mercantile)	37,524
Remainder (assumed to be restaurant related)	9,120	24.9 gal/sf/day (fast food restaurant)	227,088
Hotel	17,036	100-200 room/day	7,000 to 14,000
Total:	29,336		271,612 to 278,612

Based on this calculation, the Project is estimated to use 271,612 to 278,612 gpd of water. Yreka has a current average usage of 1.1 mgd in the winter and 3.8 mgd in the summer with the capacity to treat up to 8.7 mgd.

Additionally, the City has Development Impact Fees (DIF) for public facilities, streets, water system, wastewater collection system and storm drainage charged to all new residential, commercial, office, and industrial projects. The Project would be required to pay these fees. The water system DIF is used for water system improvements required because of new development in the City.

As shown, the additional demand of from the Project 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.

4.19.2.2 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. There were 2,789 wastewater system connections in 2017. In December 2017, there were 2,135 single-family residential connections, 192 multi-family connections, 436 commercial connections, 19 institutional connections, and six industrial connections (City of Yreka 2018). The City currently has approximately 0.4 mgd of additional ADWF before exceeding the permitted treatment capacity at the treatment plant. Additionally, the Project would result in new wastewater flows through the sewer collection system in the City.

The City's DIF for the wastewater system is used for wastewater system improvements required because of new development in the City, including those that may be required for the Proposed Project.

Based on the number of connections currently being served to 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.

4.19.2.3 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 buildings would flow into this basin. The basin has been designed to retain all stormwater from the Project as well as the rest of PUD 5-98 properties regardless of use type as the basin's design is based on land area and not type of use. As such, existing stormwater retention and conveyance systems would be unaffected. A less than significant impact would occur.

4.19.2.4 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*, there would be no significant

energy use impact. 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.

4.19.2.5 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.

4.19.2.6 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than significant impact.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than significant impact.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than significant impact.

According to CalRecycle (2022c), 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 50 employees at full operation of the Project, the Project would produce approximately 550 pounds per day (lbs/day) or 100.4 tons annually.³

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 120.5 tons represents 0.004 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, additional 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 management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than significant impact.

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.

³ 550 lbs/day X 365 days / 2000 lbs/ ton =100.4 tons per year.

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 Greenhouse Gas*, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No impact.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No impact.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No impact.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No impact.

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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially significant impact.

As discussed in *Sections 4.4 Biological Resources* and *4.5 Cultural Resources*, the Proposed Project may have potential impacts to these resources. These areas will be discussed in the EIR.

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)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially than significant.

Implementation of the Proposed Project, in conjunction with other approved or pending projects in the region, may have the potential to result in cumulatively considerable impacts to the physical environment. Cumulative impacts will be discussed in the EIR.

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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially significant impact.

Direct and indirect impacts to human beings may occur as a result of implementation of the Proposed Project. As such, these will be discussed in the EIR.

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