
CITY OF YREKA
FRUIT GROWERS SUPPLY COMPANY
SAWMILL PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Prepared for:

CITY OF YREKA
701 FOURTH STREET
YREKA, CA 96097

Prepared by:



140 INDEPENDENCE CIRCLE, SUITE C
CHICO, CA 95973

APRIL 2014

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1.0 INTRODUCTION

1.1 INTRODUCTION AND REGULATORY GUIDANCE

This document is an Initial Study, with supporting environmental studies, which concludes that a Mitigated Negative Declaration is the appropriate California Environmental Quality Act (CEQA) document for the Fruit Growers Supply Company Sawmill Project. This Mitigated Negative Declaration has been prepared in accordance with the California Environmental Quality Act, Public Resources Code Section 21000 et seq., and the State CEQA Guidelines, California Code of Regulations Section 15000 et seq.

An initial study is conducted by a lead agency to determine whether a project may have a significant effect on the environment. In accordance with CEQA Guidelines Section 15063, an environmental impact report (EIR) must be prepared if an initial study indicates that the proposed project under review may have a potentially significant impact on the environment which cannot be initially avoided or mitigated to a level that is less than significant. A negative declaration may be prepared if the lead agency also prepares a written statement describing the reasons why the proposed project would not have a significant effect on the environment and therefore why it does not require the preparation of an EIR (CEQA Guidelines Section 15371). According to CEQA Guidelines Section 15070, a negative declaration shall be prepared for a project subject to CEQA when either:

- a) *The initial study shows there is no substantial evidence, in light of the whole record before the agency, that the proposed project may have a significant effect on the environment, or*
- b) *The initial study identifies potentially significant effects, but:*
 - (1) *Revisions in the project plans or proposals made by or agreed to by the applicant before the proposed negative declaration is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur; and*
 - (2) *There is no substantial evidence, in light of the whole record before the agency, that the proposed project as revised may have a significant effect on the environment.*

If revisions are adopted in the proposed project in accordance with CEQA Guidelines Section 15070(b), including the adoption of mitigation measures included in this document, a mitigated negative declaration is prepared.

1.2 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 Fruit Growers Supply Company Sawmill Project.

1.0 INTRODUCTION

1.3 PURPOSE AND DOCUMENT ORGANIZATION

The purpose of this Initial Study is to evaluate the potential environmental impacts of the proposed Fruit Growers Supply Company Sawmill 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.

2.0 Project Information – This section provides general information regarding the project, including the project title, lead agency and address, contact person, brief description of the project location, General Plan land use designation, and zoning district, identification of surrounding land uses, and 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 Project Description – This section provides a detailed description of the proposed project.

4.0 Environmental Checklist – 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 References – This section identifies documents, websites, people, and other sources consulted during the preparation of this Initial Study.

1.4 EVALUATION OF ENVIRONMENTAL IMPACTS

Section 4.0, Environmental Checklist, is the analysis portion of this Initial Study. The section provides an evaluation of the potential environmental impacts of the project. Section 4.0 includes 18 environmental issue subsections, including CEQA Mandatory Findings of Significance. The environmental issue subsections, numbered 1 through 18, consist of the following:

- | | |
|------------------------------------|--|
| 1. Aesthetics | 10. Land Use and Planning |
| 2. Agriculture Resources | 11. Mineral Resources |
| 3. Air Quality | 12. Noise |
| 4. Biological Resources | 13. Population and Housing |
| 5. Cultural Resources | 14. Public Services |
| 6. Geology and Soils | 15. Recreation |
| 7. Greenhouse Gases | 16. Transportation/Traffic |
| 8. Hazards and Hazardous Materials | 17. Utilities and Service Systems |
| 9. Hydrology and Water Quality | 18. Mandatory Findings of Significance |

Each environmental issue subsection is organized in the following manner:

The **Setting** summarizes the existing conditions at the regional, subregional, and local level, as appropriate, and identifies applicable plans and technical information for the particular issue area.

The **Checklist Discussion/Analysis** provides a detailed discussion of each of the environmental issue checklist questions. The level of significance for each topic is determined by considering the predicted magnitude of the impact. Four levels of impact significance are evaluated in this Initial Study:

No Impact: No project-related impact to the environment would occur with project development.

Less Than Significant Impact: The impact would not result in a substantial adverse change in the environment. This impact level does not require mitigation measures.

Less Than Significant With Mitigation Incorporated: An impact that may have a “substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project” (CEQA Guidelines Section 15382). However, the incorporation of mitigation measures that are specified after analysis would reduce the project-related impact to a less than significant level.

Potentially Significant Impact: An impact that is “potentially significant” but for which mitigation measures cannot be immediately suggested or the effectiveness of potential mitigation measures cannot be determined with certainty, because more in-depth analysis of the issue and potential impact is needed. In such cases, an EIR is required.

1.0 INTRODUCTION

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2.0 PROJECT INFORMATION

2.0 PROJECT INFORMATION

1. **Project title:** Fruit Growers Supply Company Project
2. **Lead agency name and address:** City of Yreka
701 Fourth Street
Yreka, CA 96097
3. **Contact person and phone number:** Liz Casson, City Clerk
(530) 841-2324
4. **Project location:** The proposed project is predominantly located in the City of Yreka in Siskiyou County, California, though a small portion is located in unincorporated Siskiyou County. The project area, which totals approximately 79 acres, is situated on APNs 053-681-060, 053-681-070, and 013-100-140; in Section 24 of Township 45 North, Range 7 West of the Mount Diablo Meridian (Latitude 41°43'47.15"N, Longitude 122°35'451.22"W). The project address is 229 South Phillipe Lane. (See **Figure 3.0-1** for project location.)
5. **Project sponsor's name and address:** Fruit Growers Supply Company
P.O. Box 820687
Vancouver, WA 98682
6. **General Plan designation:** Industrial (I)
7. **Zoning:** City of Yreka Heavy Industrial (M-2) & Siskiyou County Prime Agricultural
8. **Description of project:** The Fruit Growers Supply Company Sawmill Project proposes a Conditional Use Permit to allow the construction of a new sawmill, log processing area, and shipping center for the purpose of receiving and processing timber and distributing a product of pallet stock lumber. The proposed project site is abandoned and has historically been used as a lumber sawmill. In addition to remediating existing contamination-related issues associated with the site, the project is proposing a two-story, premanufactured ±50,000-square-foot sawmill building, a premanufactured ±12,000-square-foot truck and equipment maintenance shop, new truck weighing scales, a raw product delivery area, a sprinklered log deck/log storage area, a wood-waste storage and recovery area, a finished product storage and shipping area, a 45-space paved parking area, an on-site fire suppression/irrigation system, and a storm water drainage system.

2.0 PROJECT INFORMATION

In addition, the project proposes to improve the existing internal circulation system on-site, though such improvements would not include permanent pavement. The proposed project would also reuse approximately 6,000 square feet of existing building space on-site for the purpose of office space. The project would operate 8 to 10 hours daily 5 days a week between the hours of 7:00 a.m. and 5:00 p.m.

9. Surrounding land uses and setting:

The project site is located in an industrial area at the eastern edge of the Yreka city limits. The site is bordered on the north by the Yreka Western Railroad tracks, which do not currently operate. Immediately north of this railway are industrial uses, including a concrete and asphalt batch plant as well as a meat packing plant, with North Foothill Drive and State Route 3 beyond. To the east of the project site are Phillippe Lane, an industrial-scale timber mill, and agricultural lands beyond. Vacant land predominates to the south and west of the project site, though there is a scattering of residences located in both of these directions. To the west, these residences are on Clark Way, and the residences to the south are accessed from Phillippe Lane. Oberlin Road is located approximately 1.1 miles south of the project site.

10. Other public agencies whose approval may be required (e.g., permits, financing approval, or participation agreement):

- California Department of Fish and Wildlife (CDFW)
- North Coast Regional Water Quality Control Board (RWQCB)
- Siskiyou County Air Pollution Control District (APCD)
- Siskiyou County Environmental Health

11. 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 checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input checked="" type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology and Soils |
| <input type="checkbox"/> Greenhouse Gases | <input checked="" type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Hydrology and Water Quality |
| <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities and Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

2.0 PROJECT INFORMATION

12. Determination: (to be completed by the lead agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed 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 proposed project, nothing further is required.


Signature

4/18/14
Date

Steve Baker
Printed Name

City of Yreka
Lead Agency

City Manager
Title

3.0 PROJECT DESCRIPTION

3.1 PROJECT LOCATION

The proposed project site is located in the City of Yreka in Siskiyou County, California. Yreka is located approximately 21 miles south of the California-Oregon border. Interstate 5, State Route 3, and State Route 263 pass through and provide regional access to the city. The project area, which totals approximately 79 acres, is located at 229 South Phillippe Lane adjacent to the eastern boundary of the city limits. The project site is accessed via South Phillippe Lane, which connects with State Route 3 approximately 0.2 miles north of the project site. Specifically, the project is situated on APNs 053-681-060, 053-681-070, and 013-100-140 in Section 24 of Township 45 North, Range 7 West of the Mount Diablo Meridian (Latitude 41°43'47.15"N, Longitude 122°35'451.22"W). (See **Figure 3.0-1** for project location.)

3.2 PROJECT SETTING

The proposed project site is an abandoned lumber mill (the former Hi-Ridge Lumber Company mill site) that has been devoid of any operations for more than 10 years. The site, located in an industrial area at the eastern edge of the Yreka city limits, is bordered on the north by the Yreka Western Railroad tracks, which do not currently operate. Immediately north of this railway are industrial uses, including a concrete and asphalt batch plant as well as a meat packing plant, with North Foothill Drive and State Route (SR) 3 beyond. To the east of the project site are South Phillippe Lane, an industrial-scale timber mill, and agricultural lands beyond. Vacant land predominates to the south and west of the project site, though there is a scattering of residences located in both of these directions. To the west, these residences are on Clark Way, while the residences to the south are accessed from South Phillippe Lane. Oberlin Road is located approximately 1.1 miles south of the project site.

The project site contains three separate parcels. Two of these parcels are privately owned and located within the Yreka city limits. The third parcel is owned by the City of Yreka, though it is located just outside of the city limits in unincorporated Siskiyou County. The two parcels under the City's jurisdiction are designated Industrial by the City General Plan and are zoned Heavy Industrial (M-2). As defined by the General Plan, the Industrial designation is intended to accommodate "lumber mills, asphalt plants, manufacturers of product designed predominantly for sale off site" (Yreka 2003). The one parcel under the jurisdiction of Siskiyou County is zoned Prime Agricultural.

PROJECT HISTORY

For over 50 years, the project site had operated as a lumber mill and was owned by several different landowners. In the 1980s, detectable levels of contamination were found in debris, soil, storm water, and groundwater. The contaminants found include dioxin, pentachlorophenol (PCP), tetrachlorophenol (TCP), polychlorinated biphenyls (PCBs), and hydrocarbons (i.e., fuel, oil, and grease). Most of the contaminants were found in soil; however, low levels of PCP and TCP were found in storm water and groundwater. As a result of the site containing these contaminants, the North Coast Regional Water Quality Control Board (RWQCB) listed it as a hazardous materials discharge site (Case Number 1NS103), which means that the site is subject to an active cleanup order. As part of cleanup order, the site was designated as a "brownfield site" for the magnitude of its potential to contaminate the environment. Brownfield sites are defined as sites having "low to moderate" levels of contamination. (Substantially contaminated sites identified as possessing "high" levels of contamination are designated as "superfund sites.")

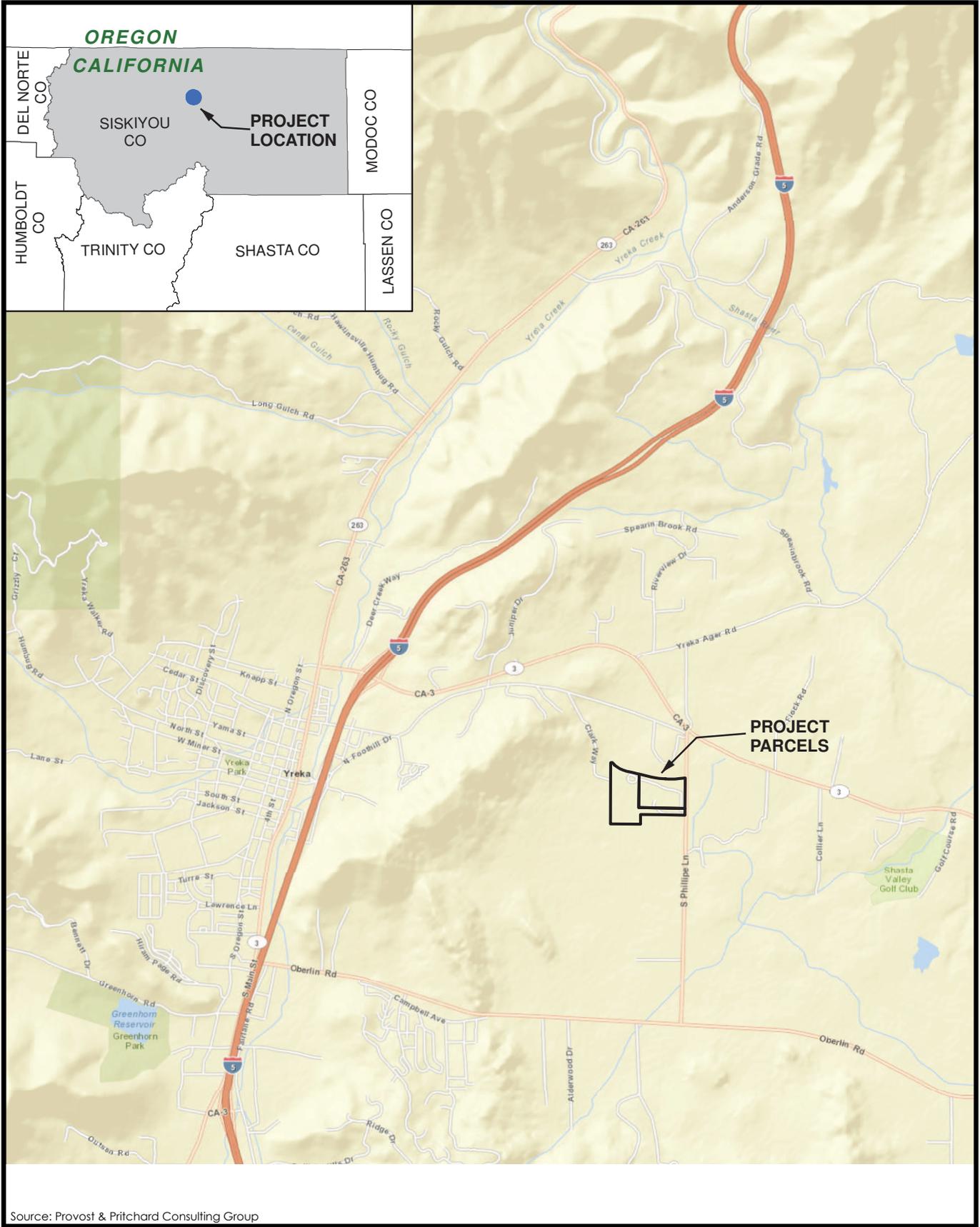
Beginning in the 1980s, cleanup plans were developed and remediation work was completed. The first cleanup efforts involved the movement of contaminated soil from the wood treatment

3.0 PROJECT DESCRIPTION

area to the northwest corner of the property, encapsulation of the soil in plastic, and subsequent burial of the soil. In the early-1990s, storm water drainage improvements were constructed that were intended to prevent water from flowing on to and off of the property.

The project applicant purchased the site at the end of 2013 and beginning of 2014. In 2014, the applicant, in consultation with the North Coast RWQCB, initiated the largest remediation effort to date. Several remedial actions designed to remove or contain contaminated debris, soil, and water were implemented. To address the dioxin, PCP, and TCP chemicals, soils from the two contaminated areas were consolidated in one area and capped with concrete (see **Figure 3.0-2**). Additionally, one other contaminated area at the northwest portion of the site was capped with concrete. To prevent storm water and groundwater contamination, water retention ponds were constructed in order to capture all the storm water from contaminated areas and store it on-site. In addition to dioxin, PCP, and TCP, this process also addresses potential hydrocarbon contamination from fuel and oil existing on the ground. To ensure the storm water retention system is working, water samples are currently taken during rain storms and analyzed for dioxin, PCP, and TCP. In addition, one water supply well and 13 monitoring wells have been destroyed to prevent groundwater contamination (see **Figure 3.0-3**). To address PCB concerns, all of the debris, electrical equipment, and potentially contaminated soil has been removed from the property and disposed of at a hazardous waste landfill. The soil beneath these areas was tested to ensure all of the PCBs had been removed. Lastly, a buried fuel tank on the east edge of the property and soils with high levels of fuel have been removed and disposed of in a hazardous waste landfill to remediate hydrocarbon contamination. The remaining soil beneath the fuel tank was tested to ensure all contaminated soil was removed.

As part of the North Coast RWQCB–approved remediation plan efforts described above, a storm drainage plan for the site has been prepared along with both an industrial storm water pollution prevention plan and a construction storm water pollution prevention plan (SWPPP). These documents establish site-specific best management practices (BMPs) for operations and construction activities on the site. The prescribed BMPs are both structural and non-structural, include storm water runoff monitoring requirements, and comply with the City of Yreka’s storm water and erosion ordinances. Included in both of the SWPPP documents, the BMPs, and the storm drainage plan are the use of a series of swales and ponds to direct both on- and off-site storm water such that any resulting discharge is both better in quality and decreased in quantity as compared to the storm water discharge currently leaving the site. However, the majority of the storm water runoff would be retained on-site. As dictated by these documents, a series of three retention ponds would be constructed to contain runoff from a 100-year storm event (see **Figure 3.0-4**).



Source: Provost & Pritchard Consulting Group

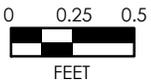


Figure 3.0-1
Project Location



Figure 3.0-2
Remediation Map





Source: Schlumberger Consulting Engineers, Inc., Geo Serv

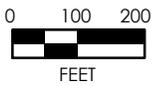
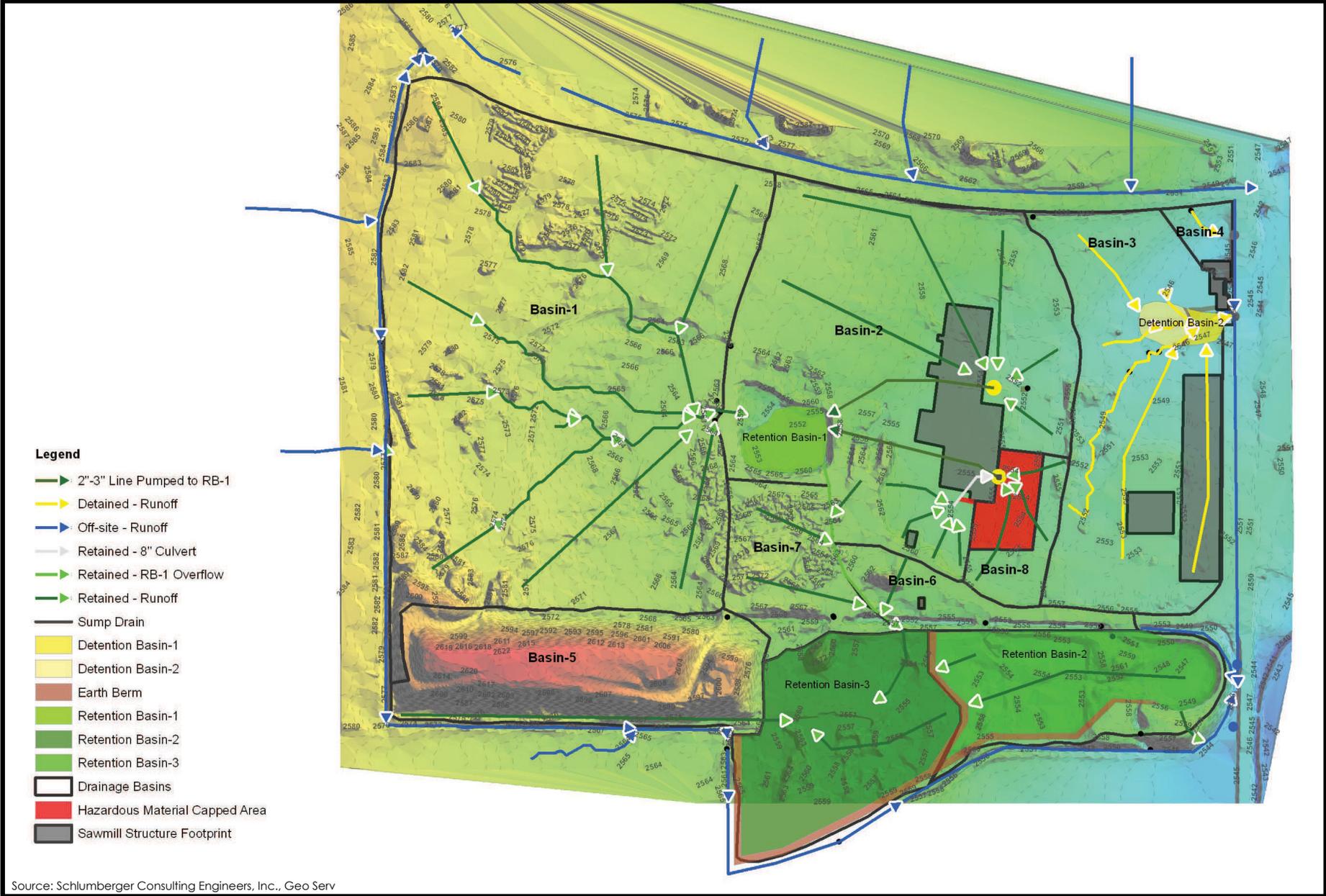


Figure 3.0-3
Destroyed Wells





Legend

- 2"-3" Line Pumped to RB-1
- Detained - Runoff
- Off-site - Runoff
- Retained - 8" Culvert
- Retained - RB-1 Overflow
- Retained - Runoff
- Sump Drain
- Detention Basin-1
- Detention Basin-2
- Earth Berm
- Retention Basin-1
- Retention Basin-2
- Retention Basin-3
- Drainage Basins
- Hazardous Material Capped Area
- Sawmill Structure Footprint

Source: Schlumberger Consulting Engineers, Inc., Geo Serv



Figure 3.0-4
Post Remediation Drainage Patterns

As dictated by the North Coast RWQCB–approved storm drainage plan and industrial SWPPP, the existing pond area located in the middle of the site will function as the primary retention pond. As shown in **Figure 3.0-4**, a system of drainage ditches, swales, one retention pond, and drainage structures (i.e., culverts) will be used to divert and convey storm water runoff from the western, northern, and eastern portions of the site to this retention pond. Storm water from the western portion of the site will be conveyed through gravity, and storm water from the northern and eastern portions of the site will also rely on gravity, but will have to be pumped in certain places. At times when storm water capacity is reached in the primary retention pond, storm water from the pond will gravity flow to the southern portion of the site into a system of retention ponds where storm water will be retained over an 11-acre area. (As a further part of the site remediation effort, this 11-acre area will be vegetated with native trees and perennial bunch grasses, in consultation with the U.S. Army Corps of Engineers.) These retention ponds will be constructed to retain storm water from the 100-year storm event. A pump will be installed at the southeastern corner of the site in order to pump storm water from this area back to the primary retention pond located at the center of the site, when necessary. It is anticipated that it will only be necessary to pump storm water back to the primary retention pond in the case of an extreme storm event; therefore, storm water pumping will rarely be employed. A backup diesel generator will be required on-site to ensure the operation of this pump in the case of an electrical blackout. (The only storm water that will leave the site flows from a small area at the northeast corner of the site associated with a gravel parking lot. Storm water generated from this small area will flow into the existing drainage ditch at the eastern boundary of the site.)

As shown in **Figure 3.0-4**, storm water flowing onto the site from off-site areas to the west will be captured by a system of berms and ditches and get routed around the site to the existing drainage ditch at the eastern boundary of the site. As also shown, storm water flowing from north of the site is captured by the bermed railway facility and routed to the existing drainage ditch.

The site remediation actions described above have been approved by the North Coast RWQCB and have either already been implemented or were in the process of implementation at the time of this Initial Study's preparation. Once all site remediation actions are complete, the North Coast RWQCB has indicated that its active cleanup order will be closed.

3.3 PROJECT OVERVIEW

The project proposes a Conditional Use Permit, pursuant to City Municipal Code Section 16.42.070, to allow the construction of a new sawmill, log processing area, and shipping center for the purpose of receiving and processing timber and predominantly distributing a product of pallet stock lumber. Specifically, the project is proposing a two-story, premanufactured ±50,000-square-foot sawmill building, a premanufactured ±12,000-square-foot truck and equipment maintenance shop, new truck weighing scales, a raw product delivery area, a sprinklered log deck/log storage area, a wood-waste storage and recovery area, a finished product storage and shipping area, a 45-space paved parking area, an on-site fire suppression/irrigation system, and a storm water drainage system (the storm water drainage is being implemented under the North Coast RWQCB–led site remediation effort described above). In addition, the project proposes to improve the existing internal circulation system on-site, though such improvements would not include permanent pavement. The proposed project would also reuse approximately 6,000 square feet of existing building space on-site for the purpose of office space.

3.0 PROJECT DESCRIPTION

PROJECT SITE IMPROVEMENTS

As previously described, the project site is an abandoned lumber mill that has been devoid of any operations for more than 10 years. However, for approximately 50 years, the project site operated as a lumber mill and was owned by several different landowners. The project proposes to employ the same approximate facility footprint as historic operations (see **Figure 3.0-5**) in order to operate a small log sawmill that supplies crate and pallet material for the fruit delivery and packaging needs of the project applicant's greater, statewide operations.

Under the proposed project, log trucks would bring in small logs (4 to 12 inches in diameter) harvested from nearby timber properties around Northern California and southern Oregon. Direct access to the site would be provided from South Phillippe Lane via two of the three existing site access driveways at the eastern edge of the project site. The northernmost access driveway would accommodate employee access, the central access driveway would be used for heavy-duty trucks only, and the southernmost access driveway would be gated and only used occasionally. Finished and raw forest products would be shipped to and from the site primarily via SR 3/Montague Road. The applicant anticipates that project operations would result in an average of 80 truck deliveries per summer day with a peak summer season maximum of 150 trucks delivering raw forest products. During the winter season, this number would be reduced or stopped, depending on weather and storage space at the project site. The applicant anticipates that a maximum of 60 trucks hauling finished products would leave the site each day and an additional 20 trucks would haul byproducts off-site each day. These outgoing trucks would operate all year and once they leave the project site, would drive north on South Phillippe Lane to access SR 3, then drive west to Interstate 5 before heading either north or south. The project site road frontage at South Phillippe Lane has existing curb, gutter, and sidewalk improvements.

The project proposes to install new truck weighing scales along the eastern edge of the project site, just south of the heavy-duty truck access driveway for easy truck access after entering the site and before leaving the site. A premanufactured $\pm 12,000$ -square-foot truck and equipment maintenance shop would be constructed directly adjacent to the proposed new truck scales and would accommodate minor maintenance activities (see **Figure 3.0-5**). In addition to a log truck unloading area at the south-central portion of the site and a log storage area encompassing the majority of the western portion of the site to accommodate the storage of small logs after arrival, the project proposes a pre-staging log storage area just north of the primary retention pond at the center of the project site. According to the project applicant, log storage would require stacking logs no more than 30 feet high. As shown in **Figure 3.0-5**, raw product feed decks and sorting decks are proposed east of the pre-staging log storage area.

Figure 3.0-5 shows the proposed location of the premanufactured $\pm 50,000$ -square-foot sawmill building on the project site. This building is proposed to be two stories and 45 feet in height, and would house sawmill equipment. De-barking equipment would be located on the west side of this building and is the first stop for raw logs after they are retrieved from the pre-staging log storage area. After logs are de-barked, they would exit the de-barking equipment and be cut to the proper length with a rotating chop saw proposed to be located next to the de-barking equipment at the west side of the sawmill building. After logs are cut to the proper length, they would be conveyed into the sawmill building for precise processing. Under proposed project operations, the de-barking equipment and rotating chop saw would operate simultaneously and comply with industrial sound level requirements. The byproduct material from this operation would be transported to the northern edge of the project site in order to be loaded onto outgoing trucks. There would be no long-term storage of this material.

A baghouse would be employed to collect the sawdust and fine materials created at the sawmill. The baghouse uses fans that create a vacuum to collect the sawdust into sealed truck bins for later removal by trucks going off-site. Once the logs are fully processed, they would then be stacked on sorting decks proposed to be located just east of the sawmill building before getting trucked off-site.

Four existing structures at the northeast corner of the project site were constructed as part of former site operations (see **Figure 3.0-5**). These buildings are proposed to remain on-site, and three of the buildings, constituting approximately 6,000 square feet of building space, would be reused for the purposes of office space. The project proposes a paved parking lot with 45 parking spaces adjacent to these buildings. There is also a large water tower on-site that is proposed to remain as a site landmark. However, it would no longer hold water. The project would utilize an existing concrete slab to accommodate a proposed 12,000-gallon diesel fuel tank.

As previously stated, the project site contains three separate parcels. Two of these parcels are privately owned and located within the Yreka city limits. The third parcel is owned by the City of Yreka, though is located just outside of the city limits in unincorporated Siskiyou County. The two parcels under the City's jurisdiction are designated Industrial by the City General Plan and are zoned Heavy Industrial (M-2). The one parcel under the jurisdiction of Siskiyou County is zoned Prime Agricultural. The two privately owned parcels within the city limits are proposed to contain all of the developed elements of the project as described above. The third parcel would provide area for additional storm drainage and would have no permanent infrastructure elements or direct public access. The use of this parcel in such a manner would not require annexation into the city from Siskiyou County.

PROJECT CONSTRUCTION

It is anticipated that construction will begin during the 2014 construction year and be completed by the end of 2014. A variety of equipment and vehicles will be used during construction, potentially including backhoes, compacters, and air compressors. On-site or on-street parking is available or will be provided for all construction-related vehicles and traffic. Construction work will generally occur during normal daylight construction hours, Monday through Friday, in compliance with City of Yreka construction noise ordinance requirements.

Since the project proposes to employ the approximate same facility footprint as historic operations (see **Figure 3.0-5**), it is possible that the project would be able to use an existing building foundation to accommodate the placement of the premanufactured sawmill building. The project proposes to improve the existing internal circulation system on-site, though such improvements would not include substantial realignment from current conditions and would not include permanent pavement. Instead, the existing on-site road network would be regraded where necessary and amended with road base gravel.

PROJECT OPERATION

Once construction is completed, the sawmill will operate 8 to 10 hours daily 5 days a week between the hours of 7:00 a.m. and 5:00 p.m. There will be approximately 40 employees at the facility. As previously described, the applicant anticipates that project operations would result in an average of 80 truck deliveries per summer day with a peak summer season maximum of 150 trucks delivering raw forest products. During the winter season, this number would be reduced or stopped, depending on weather and storage space at the project site. The applicant anticipates a maximum of 60 trucks hauling finished products would leave the site each day

3.0 PROJECT DESCRIPTION

and an additional 20 trucks would haul byproducts off-site each day. These trucks would operate all year. Truck transport will begin at 7:00 a.m. and conclude by 5:00 p.m.

The proposed project would not employ the use of hazardous chemicals for wood treatment. Therefore, no drying or chemical treatment vats are proposed. The only treatment is simple electrical or propane heaters for space heating and to warm the finished lumber to prevent bacteria growth during storage and transport.

Lighting

The project proposes to use approximately 15 400-watt outdoor light fixtures on the buildings and another 15 1,000-watt lights on poles or the sides of buildings. These lights would be for security and safety and would be mounted a maximum of 30 feet high.

Fire Suppression

A total of seven fire hydrants are currently located throughout the site. Additionally, the project proposes two hose sheds in separate locations on the project site, as well as hose racks and fire suppression equipment in all project buildings.

Water Supply

The water system currently consists of a 12-inch fire water main that provides water to the existing fire hydrants. An additional 2-inch potable water line would be installed to the office building, warehouse/truck shop building, and sawmill structure for domestic use in restrooms, for drinking water, and to wash down hose bib areas. This line would also be used to spray the log deck if it becomes necessary. However, log deck spraying would primarily use water from the proposed on-site retention ponds.

Wastewater

The project would have a total of nine restrooms in the office, truck shop, and sawmill, which will require a 4-inch sewer line to be installed to the manhole in South Phillippe Lane. The proposed project wastewater system would also require a private pump station to pump wastewater from the sawmill building to a private manhole on the site before the wastewater gravity flows to the street.

Electricity

A proposed three-phase electrical power supply would be connected at the northeast and southeast corners of the project site. The power supply line will be buried from the supply poles once it crosses the street.



Source: Schlumberger Consulting Engineers, Inc.

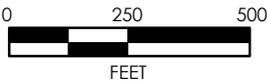


Figure 3.0-5

Site Plan



3.4 PROJECT APPROVALS

The City of Yreka is the lead agency for this project. In addition, permits and/or approvals would be required from the following agencies:

NORTH COAST REGIONAL WATER QUALITY CONTROL BOARD (RWQCB)

The RWQCB typically requires that a Construction General Permit be obtained for projects that disturb more than 1 acre of soil. Typical conditions issued with such a permit include the submittal of and adherence to a SWPPP, as well as prohibitions on the release of oils, grease, or other hazardous materials.

In addition, the site remediation actions described above have been approved by the North Coast RWQCB and have either already been implemented or were in the process of implementation at the time of this Initial Study's preparation. Once all site remediation actions are complete, the North Coast RWQCB has indicated that its active cleanup order will be closed.

SISKIYOU COUNTY AIR POLLUTION CONTROL DISTRICT (SCAPCD)

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

3.5 RELATIONSHIP OF PROJECT TO OTHER PLANS

CITY OF YREKA GENERAL PLAN

The proposed project would be predominantly located in Yreka. The City of Yreka General Plan was updated in 2002–2003 and 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.

As previously stated, a portion of the project site is located just outside of the city limits in unincorporated Siskiyou County. This portion of the project site is proposed to provide area for additional storm drainage and would have no construction elements, physical infrastructure elements, or direct public access. The use of this parcel in such a manner would not require annexation into the city from Siskiyou County.

CITY OF YREKA FLOOD DAMAGE PREVENTION ORDINANCE

There is no portion of the proposed project located in the 100-year floodplain (FEMA 2011).

4.0 ENVIRONMENTAL CHECKLIST

4.0 ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.1 AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SETTING

Yreka is located in an area considered to have high scenic value, lying 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 the city and provide an attractive backdrop. Some areas of the city have longer views to the Siskiyou and Cascade ranges to the north and east, with Mt. Shasta as the prominent feature to the southeast. Mt. Shasta is a dormant volcano 14,179 feet in elevation. The near 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., Interstate 5, State Route (SR) 3, and SR 263).

There are no locally designated or state scenic highways adjacent to or in the vicinity of the project site.

The proposed project site is an abandoned lumber mill (the former Hi-Ridge Lumber Company mill site) that has been devoid of any operations for many years. Nonetheless, the site contains several lumber mill-related features, including vacant office buildings, concrete foundations, and an internal dirt road circulation system, that are distinctive remnants of the historic use on the site. The project site is essentially devoid of vegetation and 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.

Additionally, Interstate 5 is located approximately 2 miles west of the project and SR 3 is 0.3 miles (1,600 feet) north of the project site. As such, the proposed project will not obstruct or otherwise interfere with any views from off-site roadway vantage points.

DISCUSSION OF IMPACTS

- a) *No Impact.* The project's surrounding vicinity is generally industrial. The project site, located in an industrial area at the eastern edge of Yreka city limits, is bordered on the north by the Yreka Western Railroad tracks, which do not currently operate. Immediately north of this

4.0 ENVIRONMENTAL CHECKLIST

railway are industrial uses, including a concrete and asphalt batch plant as well as a meat packing plant, with North Foothill Drive and SR 3 beyond. To the east of the project site are Phillipe Lane, an industrial-scale timber mill, and agricultural lands beyond. Vacant land predominates to the south and west of the project, site though there is a scattering of residences located in both of these directions.

As previously stated, the proposed project site is an abandoned lumber mill that has been devoid of any operations for many years. The project proposes to employ the same facility footprint as historic operations (see **Figure 3.0-5**); therefore, it would not represent an expansion of industrial uses beyond that accommodated historically. Furthermore, the site contains several lumber mill-related features, including vacant office buildings, concrete foundations, and an internal dirt road circulation system, that are distinctive remnants of the historic use on the site. Therefore the proposed use of the site, which includes the reuse of some existing buildings and reuse of concrete areas to accommodate the new sawmill building and ancillary facilities, could actually be considered an aesthetic improvement over existing conditions.

The project site does not contain unique visual features that would distinguish it from surrounding areas, other than a large water tower that has existed on the site for many years. However, this on-site water tower is proposed to remain as a site landmark, though it would no longer hold water. The project site is not located within a designated scenic vista. In addition, there are no distinct or distinguishing rock features on the project site. The project proposes a maximum building height of 45 feet. Therefore, the proposed project is not considered an impediment to views of distant surrounding mountains, and the project would have no impact on scenic vistas.

- b) *No Impact.* The project site is an abandoned lumber mill, essentially devoid of any vegetation, and does not contain any scenic resources. Due to the lack of scenic resources on the project site, the proposed project would have no impact on scenic resources. Furthermore, none of the improvements associated with the project would be visible from a state scenic highway.
- c) *Less Than Significant Impact.* The project site is located in the eastern portion of the city and is bounded by a combination of industrial land uses, lands designated for industrial land uses, and vacant lands. The project site is an abandoned lumber mill, contains no significant scenic resources. The majority of the site is designated and zoned for industrial land uses by the City General Plan. While a portion of the site is zoned Prime Agricultural by Siskiyou County (approximately 11 acres), this portion would not be developed with any permanent physical infrastructure; it would only contain drainage ditches and retention ponds for additional storm water drainage. Only the portions of the project site designated for industrial land uses by the City General Plan are proposed to contain physical infrastructure. The proposed project would be required to comply with development review guidelines mandated under City Municipal Code Chapters 15.32 and 16.40, which would ensure that implementation of the proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings. The proposed project would have a less than significant impact to the existing visual character or quality of the site and its surroundings.
- d) *Less Than Significant Impact With Mitigation Incorporated.* No new light or glare sources visible beyond the project site would be introduced during construction of the proposed

project. All construction work will be performed during normal daylight construction hours, thereby eliminating any need for temporary light sources necessary for nighttime work.

The proposed project may result in a moderate increase of artificial light and glare into the existing environment. Potential sources of light and glare include external building lighting, parking lot lighting, 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. The proposed proposes approximately 15 400-watt outdoor light fixtures on the buildings and another 15 1,000-watt lights on poles or on the sides of buildings. These lights would be for security and safety and would be mounted a maximum of 30 feet high. Implementation of mitigation measure **MM 4.1.1** would reduce potential impacts to a level that is considered less than significant.

Mitigation Measures

MM 4.1.1 All lighting shall be shielded and directed inward onto the project site. It shall not create glare on neighboring properties. Tall fixtures that illuminate large areas shall be directed downward to prevent light spillover onto neighboring properties and streets. Lighting shall be directed away from adjacent roadways and shall not interfere with traffic or create a safety hazard. All outdoor lighting on the project site shall be shielded.

Timing/Implementation: Prior to occupancy of the new sawmill facilities

Enforcement/Monitoring: City of Yreka Public Works Department

4.0 ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>4.2 AGRICULTURE RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997), prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:</p>				
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 nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 1222(g), timberland (as defined in Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined in Public Resources Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in the loss of forestland or conversion of forestland to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SETTING

The California Department of Conservation manages a Farmland Mapping and Monitoring Program (FMMP), which identifies and maps significant farmland. The classification of farmland as Important Farmland (i.e., 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). An FMMP map has been prepared for Siskiyou County that includes the project area.

The majority of the project site is zoned for industrial land uses and is highly disturbed due to the previous lumber mill use on the site. The Siskiyou FMMP map classifies these areas of the project site as Urban and Built-Up Land (DOC 2010). However, a small portion of the site, located at the southwest corner, is classified as Farmland of Local Importance (DOC 2010). Farmland of Local Importance is land of importance to the local economy, as defined by each county's local advisory committee and adopted by its board of supervisors. Farmland of Local Importance is either currently producing, or has the capability of production, but does not meet the criteria of Prime Farmland, Farmland of Statewide Importance, or Unique Farmland. There are no active agricultural operations on the project site.

There are no Williamson Act or Timber Preserve contracted lands within or adjacent to the project site.

DISCUSSION OF IMPACTS

- a) *Less Than Significant Impact.* As identified on the 2010 Siskiyou County Important Farmland Map published by the California Department of Conservation's Farmland Mapping and Monitoring Program, none of the land within the project area is considered Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, and only a small portion of the site (approximately 11 acres) is classified as Farmland of Local Importance. Therefore, development of the proposed project would not result in the loss of Important Farmland as defined by the California Department of Conservation. Furthermore, the portion of the site that is classified as Farmland of Local Importance would not be developed with any permanent physical infrastructure; it would only contain drainage ditches and retention ponds for additional storm water drainage. Only the portions of the project site classified as Urban and Built-Up Land are proposed to contain physical infrastructure.
- b) *No Impact.* The project site is not under a Williamson Act contract, nor are any lands located near the project site subject to a Williamson Act contract. As such, implementation of the proposed project would not conflict with any existing Williamson Act contract lands.
- c) *No Impact.* The project site does not contain any forest resources, nor is it zoned for forest use.
- d) *No Impact.* See Response 4.2(c) above. The project site does not contain any forest resources, nor is it zoned for forest use.
- e) *No Impact.* The project site is not used for agricultural or timber production purposes. While approximately 10 acres of the site are classified as Farmland of Local Importance by the California Department of Conservation and zoned Prime Agricultural by Siskiyou County, this portion of the site would not be developed with any permanent physical infrastructure and would only contain drainage ditches and retention ponds for additional storm water drainage. Only the portions of the project site classified as Urban and Built-Up Land are proposed to contain physical infrastructure.

Mitigation Measures

None required.

4.0 ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.3 AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
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"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SETTING

Yreka and the project site are located in a region identified as the Northeast Plateau Air Basin (NPAB), which principally includes Siskiyou, Modoc, and Lassen counties. This larger air basin is divided into local air districts, which are charged with the responsibility of implementing air quality programs. The local air quality agency affecting Yreka is the Siskiyou County Air Pollution Control District (SCAPCD). 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. The project site is currently vacant.

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

Ambient Air Quality Standards

Air quality standards are set at both the federal and state levels of government. The federal Clean Air Act requires the Environmental Protection Agency (EPA) to establish ambient air quality standards for six criteria air pollutants: ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), lead, coarse particulate matter (PM₁₀), and fine particulate matter (PM_{2.5}). The California Clean Air Act also sets ambient air quality standards. The state standards are more stringent than the federal standards, and they include other pollutants in addition to those regulated by the federal standards. When the concentrations of pollutants are below the maximum allowed standards in an area, that area is considered to be in attainment

of the standards. Yreka has been designated as an attainment area for all six criteria air pollutants, as the air quality meets all state and federal standards.

DISCUSSION OF IMPACTS

- a) *No Impact.* The project site lies within the boundaries of the NPAB. While the other counties in the air basin are identified as currently being in nonattainment for exceeding state criteria pollutant levels for particulate matter, Siskiyou County and Yreka are identified as being in attainment or unclassified for all federal and state air quality standards (CARB 2013). As such, Siskiyou County is not subject to an air quality plan.
- b) *Less Than Significant Impact With Mitigation Incorporated.* As noted above, Siskiyou County and Yreka are in attainment or unclassified for federal and state air quality standards. Implementation of the proposed project could result in air quality impacts during project construction and operation.

Construction Emissions

Implementation of the proposed project would result in short-term emissions from construction activities. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur. Emissions commonly associated with construction activities include fugitive dust from soil disturbance. During construction, fugitive dust, the dominant source of particulate matter emissions, is generated when wheels or blades disturb surface materials. Uncontrolled dust from construction can become a nuisance and potential health hazard to those living and working nearby. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities.

While some particulate matter (i.e., dust) may be generated as a result of construction activities, implementation of mitigation measure **MM 4.3.1** addressing construction-related dust control measures would reduce this impact to a level that is considered less than significant.

Operational Emissions

Operational air quality impacts could include emissions from project-generated vehicle traffic and facility operations, including the use of water heaters and landscape maintenance equipment. Thresholds of significance illustrate the extent of an impact and are a basis from which to apply mitigation measures. Because the SCAPCD has no established thresholds under CEQA for the assessment of air quality impacts, the North Coast Unified Air Quality Management District's (NCUAQMD) thresholds of significance will be used for the evaluation of operational air quality impacts for the purpose of this analysis. These thresholds are consistent with the New Source Review Rule 110 adopted by the Air Quality Management District as required by the California Clean Air Act. The thresholds of significance are summarized in **Table 4.3-1**.

4.0 ENVIRONMENTAL CHECKLIST

**TABLE 4.3-1
NCUAQMD THRESHOLDS OF SIGNIFICANCE (PROXY THRESHOLDS FOR ANALYSIS PURPOSES)**

Threshold	Emissions (lbs/day)				
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}
Significance Thresholds	50	50	500	80	50

Source: North Coast Unified Air Quality Management District 2010

Note: The Siskiyou County APCD does not have adopted thresholds of significance. Proxy thresholds from the North Coast Unified AQMD were used to facilitate the analysis for this section as described above.

The predicted maximum daily emissions associated with project operations are summarized in **Table 4.3-2**. The projected criteria pollutant emissions were estimated by PMC using the California Emissions Estimator Model (CalEEMod). CalEEMod is a statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. CalEEMod contains default values for much of the information needed to calculate emissions. However, project-specific, user-supplied information can also be used when it is available. For instance, the project proposes the use of Tier 3 and Tier 4 classified heavy-duty equipment during sawmill operations (one project forklift would be Tier 2).¹

Results of the modeling conducted by PMC are included in **Appendix A**.

**TABLE 4.3-2
CRITERIA AIR POLLUTANTS – MAXIMUM POUNDS PER DAY**

Threshold	Emissions (lbs/day)				
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}
Project Summer Emissions	25.61	47.41	104.41	4.27	2.17
Project Winter Emissions	27.27	41.49	137.69	3.63	1.91
Significance Thresholds	50	50	500	80	50
Exceed Threshold?	No	No	No	No	No

*Source: CalEEMod version 2013.2.2. Refer to **Appendix A** for model data outputs.*

As shown, all criteria pollutant emissions would remain below their respective thresholds during project operations.

- c) *No Impact*. Siskiyou County is in attainment or is identified as unclassified for all monitored air quality standards. In addition, as demonstrated under Response 4.3(b) above, significance

¹ The first federal standards (Tier 1) for new off-road diesel engines were adopted in 1994 for engines over 50 horsepower (hp) and were phased in from 1996 to 2000. In 1996, a Statement of Principles pertaining to off-road diesel engines was signed between the EPA, CARB, and engine makers (including Caterpillar, Cummins, Deere, Detroit Diesel, Deutz, Isuzu, Komatsu, Kubota, Mitsubishi, Navistar, New Holland, Wis-Con, and Yanmar). On August 27, 1998, the EPA signed the final rule reflecting the provisions of the Statement of Principles. The 1998 regulation introduced Tier 1 standards for equipment under 50 hp and increasingly more stringent Tier 2 and Tier 3 standards for all equipment with phase-in schedules from 2000 to 2008. As a result, all off-road, diesel-fueled construction equipment manufactured in 2006 or later has been manufactured to Tier 3 standards. All off-road, diesel-fueled construction equipment manufactured in 2008 or later has been manufactured to Tier 4 standards.

thresholds would not be surpassed. Therefore, no cumulative considerable net increase of criteria pollutants will result from the project.

- d) *Less Than Significant Impact.* Sensitive receptors are generally defined as facilities that house or attract groups of children, the elderly, persons with illnesses, or others who are especially sensitive to the effects of air pollutants. Schools, hospitals, residential areas, and convalescent facilities are examples of sensitive receptors. The project site is not located in close proximity to any schools, hospitals, residential areas, senior housing, or residential care facilities. The majority of the site is designated Industrial by the City of Yreka General Plan and is zoned Heavy Industrial, which explicitly classifies the site as accommodating lumber mills. The nearest residence is located approximately 295 feet to the west of the western boundary of the project site.

As stated in Section 3.0, Project Description, a baghouse would be employed to collect the sawdust and fine materials that are created at the sawmill. The baghouse uses fans that create a vacuum to collect the sawdust in piles for later removal by trucks going off-site. An involute scroll inlet puts dust into a cyclonic spin, allowing heavier particles to fall into the hopper, thus eliminating the need for a cyclone pre-cleaner. Any remaining dust is then collected in oval-shaped filter bags.

The use of off-road mobile equipment on the project site also has the potential to generate emissions of diesel particulate matter (DPM) associated with the use of diesel fuel. DPM was identified as a toxic air contaminant (TAC) by the California Air Resources Board (CARB) in 1998. Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer. However, the use of diesel-powered off-road equipment would occur over a relatively large area. While mobile diesel-powered off-road equipment would occasionally operate at the western boundary of the project site, and thus within 295 feet of the nearest sensitive receptor, this portion of the project site would only be used for log storage. Therefore, the types of actions performed at this location would include only the stacking of logs for storage or the loading of logs for processing, which would require diesel-powered off-road equipment, yet would also be temporary and intermittent. The majority of on-site diesel-powered equipment would operate in the vicinity of the proposed sawmill building, which is located over 1,500 feet from the nearest sensitive receptor and would be buffered from this residence by stacks of stored logs up to 30 feet high. In addition, as previously stated, the project would employ the use of a substantial amount of new diesel equipment. Stringent diesel engine standards have been applied by the EPA to all diesel equipment manufactured in 2006 or later. All off-road, diesel-fueled construction equipment manufactured in 2006 or later has been manufactured to standards known as Tier 3 standards. Tier 3 engine standards have been shown to reduce particulate matter emissions from certain kinds of construction equipment by as much as 29 percent.

Since proposed project operations would predominately use Tier 3 and Tier 4 mobile diesel-powered equipment in shifting areas of a large project site intermittently, it would not result in a substantial concentration of air toxics and is thus less than significant.

- e) *Less Than Significant Impact.* Offensive odors rarely cause any physical harm; however, they still can be very unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and regulatory agencies. Odor impacts on residential areas and other sensitive receptors, such as daycare centers and schools, are of particular concern. Major sources of odor-related complaints by the general public

4.0 ENVIRONMENTAL CHECKLIST

commonly include wastewater treatment facilities, landfill disposal facilities, food processing facilities, agricultural activities, and various industrial activities such as petroleum refineries, chemical and fiberglass manufacturing, painting/coating operations, feedlots/dairies, composting facilities, landfills, and transfer stations. The project does not include any of these land uses or similar land uses. The project may result in temporary and localized odors associated with diesel-powered equipment. However, any such odors would be temporary and would not be in concentrations high enough to affect nearby land uses.

Mitigation Measures

MM 4.3.1 The following dust control measures shall be incorporated into the project to reduce short-term emissions resulting from construction. Depending on weather and site conditions, measures shall include, but are not limited to, the following:

1. Use regular watering to control dust generation as described below.
2. When transporting soil and other dust-generating materials by truck during construction activities, cover materials and/or maintain 2 feet of freeboard.
3. Wash or wet-sweep paved streets adjacent to construction sites as necessary to remove accumulated dust.
4. During earth-moving operations, conduct watering as necessary to prevent visible emissions from extending beyond active areas.
5. Water all unpaved roads used for any vehicular traffic at least once per every two hours of active operations and restrict vehicle speed on unpaved roads to 15 miles per hour (mph), or as appropriate to reduce dust.
6. Pave, maintain a wet surface, or apply dust suppressants on all unpaved access roads, parking areas, and staging areas.
7. Suspend land clearing, grading, earth-moving, or excavation activities when winds exceed 20 miles per hour.
8. Cover inactive storage piles of topsoil or landscape materials.
9. Post a publicly visible sign with the number and person to contact regarding dust complaints. This person shall have the authority and responsibility to respond and take corrective action within 24 hours.
10. No temporary asphalt or concrete batch plants will be allowed to operate on-site.
11. Construction staging areas should be located at a distance that would reduce odors and dust emissions from existing schools and residential areas.

Timing/Implementation: Prior to and during construction

Enforcement/Monitoring: City of Yreka Public Works Department; Siskiyou County Air Pollution Control District

4.0 ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.4 BIOLOGICAL RESOURCES. Would the project:				
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 US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands, as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal wetlands, etc.), through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>
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"/>

SETTING

The project site is located in an industrial portion of Yreka on a previously disturbed site having little to no vegetation and no topographical features. While the project itself is essentially devoid of any natural habitat, forage, or shelter features of biological resources, Yreka is surrounded by habitat supporting a robust local deer herd. The deer herd inhabits much of western Yreka, having reasonably adapted to the urban environment, finding shelter on vacant lots and food on residential lots not protected with adequate fencing. (It is not uncommon to see deer casually walking in downtown Yreka.) Easy access to the mountains to the west gives these herds a range of habitat options. According to the California Department of Fish and Wildlife (CDFW) (2014) California Natural Diversity Database, special-status wildlife species potentially occurring in the Yreka vicinity include Yreka phlox, vernal pool fairy shrimp, Coho salmon, western yellow-billed cuckoo, northern spotted owl, and fisher.

4.0 ENVIRONMENTAL CHECKLIST

The US Fish and Wildlife Service (USFWS), CDFW, and California Native Plant Society (CNPS) document species that may be rare, threatened, or endangered. Federally listed species are fully protected under the mandates of the federal Endangered Species Act (ESA). "Take" of listed species incidental to otherwise lawful activity may be authorized by either the USFWS or the National Marine Fisheries Service (NMFS), depending on the species.

Under the California Endangered Species Act (CESA), the CDFW has the responsibility for maintaining a list of threatened and endangered species. The CDFW also maintains lists of "candidate species" and "species of special concern," which serve as "watch lists." State-listed species are fully protected under the mandates of the CESA. Take of protected species incidental to otherwise lawful management activities may be authorized under Section 2081 of the California Fish and Game Code.

Under Section 3503.5 of the California Fish and Game Code, it is unlawful to take, possess, or destroy any birds in the orders of Falconiformes or Strigiformes (raptors) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.

The Native Plant Protection Act (California Fish and Game Code Sections 1900–1913) prohibits the taking, possessing, or sale within the state of any rare, threatened, or endangered plants as defined by the CDFW. Project impacts on these species would not be considered significant unless the species are known to have a high potential to occur within the area of disturbance associated with the project.

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact.* The project site is an abandoned lumber mill that has been devoid of any operations for many years. The site has been highly disturbed, as it has been previously used as a lumber mill, and more recently has been subject to a substantial brownfield remediation effort at the behest of the North Coast RWQCB. As described in Section 3.0, Project Description, as part of the remediation effort undertaken on the project site, multiple contaminated areas have been capped with concrete, water retention ponds have been constructed, and a system of drainage ditches, swales, and drainage structures (i.e., culverts) have been implemented. Each of these North Coast RWQCB-mandated remediation actions has required site grading, excavation, and trenching.

Since the project site has been fully disturbed by over 50 years of historic lumber mill activities and recent brownfield remediation efforts, it does not contain habitat suitable for special-status species. In addition, as part of the site remediation effort, approximately 11 acres located in the southern portion of the project site has been designed as a vegetated storm water retention area and at the time of preparation of this Initial Study, was being vegetated with native trees and perennial bunch grasses. This action will most likely equate to a net benefit for local wildlife.

For the reasons stated, impacts to special-status species as a result of the proposed project would be less than significant.

b) *No Impact.* The project area consists of an abandoned lumber mill that has been devoid of any operations for many years. The entirety of the site has been heavily disturbed by a combination of historic lumber mill activities and brownfield remediation and therefore contains no sensitive natural communities. As the project site has been fully disturbed, it does

not contain riparian habitat or other sensitive natural community. However, as described under Response 4.4(a), as part of the site remediation effort, approximately 11 acres of the project site has been designed as a vegetated storm water retention area and at the time of preparation of this Initial Study, was being vegetated with native trees and perennial bunch grasses. This action will most likely equate to a net benefit for local wildlife.

- c) *No Impact*. See Response 4.4(b) above. There are no wetlands within or immediately adjacent to the project area.
- d) *Less Than Significant Impact*. Migratory birds are known to occur in the Yreka vicinity and are likely to pass through the project area. The project area is situated in an industrial setting just south of an operating concrete and asphalt batch plant and just west of an industrial-scale lumber mill. Both of these existing industrial land uses currently generate a fairly consistent amount of heavy-duty truck traffic most hours of the day. As such, there are no functional wildlife corridors within or immediately adjacent to the project area. The proposed project will not interfere with the movement of these migratory birds, any fish species, amphibians, or reptiles.
- e) *No Impact*. There are currently no adopted or proposed local policies or ordinances that affect the proposed project. Therefore, no conflict with occur.
- f) *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. Therefore, no conflict with occur.

Mitigation Measures

None required.

4.0 ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.5 CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SETTING

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

At the time of initial contact with white populations (circa 1850), the Shasta Indian tribe occupied the Shasta Valley south to the area around what is now the City of Mt. Shasta. Accounts of early travelers, native informants, and early ethnographies also document the existence of the Okwanuchu tribe. However, little is known about this tribe, except that it was linguistically related to the Shasta tribe.

As noted elsewhere in this document, the project site is a previously disturbed site in an industrialized area of Yreka. As such, the natural integrity of the site has been compromised over time due to past use of the project site. As a result, the potential for encountering cultural resources during project-related activities is considered low.

DISCUSSION OF IMPACTS

- a) *Less Than Significant Impact With Mitigation Incorporated.* No historical resources have been identified within or adjacent to the project area. However, ground disturbance associated with development of the site has the potential to impact previously unknown, subsurface historic resources should any be present. Therefore, mitigation measure **MM 4.5.1** is provided below to reduce potential impacts to a level that is considered less than significant.
- b) *Less Than Significant Impact With Mitigation Incorporated.* While no evidence of archaeological resources has been identified within the project area and the potential for encountering cultural resources during project-related activities is low due to the history of past disturbance, construction activities have the potential to impact subsurface archaeological resources should any be present. Therefore, mitigation measure **MM 4.5.1** is

provided below to address the potential for the discovery of any unrecorded or previously unknown resources.

- c) *Less Than Significant Impact With Mitigation Incorporated.* Although no evidence of paleontological resources has been identified within the project area, unanticipated and accidental discoveries of paleontological resources are possible during project implementation and have the potential to impact paleontological resources. Therefore, mitigation measure **MM 4.5.2** is provided below to address the potential for the discovery of any unrecorded or previously unknown resources.

- d) *Less Than Significant Impact With Mitigation Incorporated.* 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 (Jensen and Associates 1996; North State Resources 2005). Regardless, there is a possibility of the unanticipated and accidental discovery of human remains during ground-disturbing project-related activities. Therefore, mitigation measure **MM 4.5.3** is provided below to reduce potential impacts to a level that is considered less than significant.

Mitigation Measures

MM 4.5.1 If, during the course of project implementation and/or operations, cultural resources (i.e., prehistoric sites, historic features, isolated artifacts, and features such as concentrations of shell or glass) are discovered, work shall be halted immediately within 50 feet of the discovery, the City of Yreka Public Works Department shall be immediately notified, and a professional archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to determine the significance of the discovery. The City shall consider mitigation recommendations presented by a professional archaeologist and implement a measure or measures that the City deems feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures.

Timing/Implementation: During construction activities and during operations

Enforcement/Monitoring: City of Yreka Public Works Department

MM 4.5.2 If, during the course of project implementation and/or operations, paleontological resources (e.g., fossils) are discovered, work shall be halted immediately within 50 feet of the discovery, the City of Yreka Public Works Department shall be immediately notified, and a qualified paleontologist shall be retained to determine the significance of the discovery. The City shall consider the mitigation recommendations presented by a professional paleontologist and implement a measure or measures that the City deems feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures.

Timing/Implementation: During construction activities and during operations

Enforcement/Monitoring: City of Yreka Public Works Department

4.0 ENVIRONMENTAL CHECKLIST

MM 4.5.3 If, during the course of project implementation and/or operations, human remains are discovered, all work shall be halted immediately within 50 feet of the discovery, the City of Yreka Public Works Department shall be immediately notified, and the county coroner must be notified, according to Section 5097.98 of the California Public Resources Code and Section 7050.5 of the California Health and Safety Code. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, and the procedures outlined in California Code of Regulations Section 15064.5(d) and (e) shall be followed.

Timing/Implementation: *During construction activities and during operations*

Enforcement/Monitoring: *City of Yreka Public Works Department*

4.0 ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.6 GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death, involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<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 type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SETTING

Several earthquake faults exist within the Yreka area as indicated on the 2010 Fault Activity Map of California (CGS 2010). 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 northern portion of the city near the Interstate 5/SR 3 junction. None of these faults have shown evidence of any activity within the last 1.6 million years. The nearest recently active fault identified by the State of California Alquist-Priolo Mapping Program is the Cedar Mountain Fault Zone 35 miles east in the Hebron-Macdoel area and a fault located approximately 99 miles east in the Klamath Falls area (CGS 2010).

The Seismic Safety and Safety Element of the Siskiyou County General Plan (1975) states that over a 120-year period, nine or ten earthquakes capable of “considerable damage” have occurred in the region. No deaths have been reported from these quakes, and building damage was considered minor or unreported. No known damage has resulted from an earthquake in the Yreka area.

4.0 ENVIRONMENTAL CHECKLIST

Landslides are not prominent in the area, since the mountains of the region consist of stable bedrock material with little likelihood of sliding. While Yreka is in an area having undulating and varying topography, standard construction practices limit the amount of potential erosion, and the California Building Code addresses necessary construction techniques to accommodate soils in the area with expansive characteristics.

According to the City of Yreka General Plan, the project site lies on alluvial soils and consists of gravelly, clay, and sandy loams. Typically these soils have moderate shrink-swell characteristics, have slight to moderate erosion hazard potential, and contain slopes which range from 0 to 9 percent. Only the Salisbury gravelly clay loam and Pit clay soils in the southern area of the city are considered to have severe shrink-swell characteristics that could affect construction practices.

DISCUSSION OF IMPACTS

a)

- i) *Less Than Significant Impact.* There are no known active or potentially active faults within or adjacent to the city. The closest mapped faults to the project area lie approximately 35 miles to the east. The California Geological Survey does not identify Yreka as a city affected by this fault or any other Alquist-Priolo Earthquake Fault Zone.
- ii) *Less Than Significant Impact.* See Response 4.6(a)(i). The city, along with all of Siskiyou County, is located in a region with moderate to high probability of earthquakes that may cause structural damage. Buildings constructed in California are subject to more stringent seismic safety standards than those constructed elsewhere in the United States. Earthquakes centered about 20 miles east of Mt. Shasta were recorded in 1978 with Richter magnitudes of 4.0 to 4.6. However, an earthquake history compiled for the Seismic Safety and Safety Element of the Siskiyou County General Plan indicated that over a 120-year period, no deaths related to earthquakes have been recorded, and reported building damage has never been more than "minor." Given the past history of seismic activity in Siskiyou County, the California Building Code standards would ensure that improvements in the project area are able to withstand ground shaking with no significant damage. The State of California provides minimum standards for building design through the California Building Code (California Code of Regulations, Title 24). The California Building Code is based on the Uniform Building Code (UBC), which is used widely throughout the United States (generally adopted on a state-by-state or district-by-district basis) and has been modified for conditions in California. State regulations and engineering standards related to geology, soils, and seismic activity are reflected in the California Building Code requirements. Through the California Building Code, the State of California provides a minimum standard for building design and construction. The California Building Code contains specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition. It also regulates grading activities, including drainage and erosion control.
- iii) *Less Than Significant Impact.* Liquefaction occurs when loose sand and silt that is 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

Three factors are required for liquefaction to occur: (1) loose, granular sediment; (2) saturation of the sediment by groundwater; and (3) strong shaking. Impacts associated with liquefaction are unlikely given the low incidence of strong earthquakes in the region. The region is not within an Alquist-Priolo earthquake hazard zone, and the closest active fault system is 35 miles east of the project site. These characteristics indicate a less than significant risk of liquefaction on the project site. In addition, according to the City General Plan, the Yreka vicinity is an area that is not conducive to liquefaction.

- iv) *No Impact*. The project site has flat topography, indicating no potential for landslides.
- b) *Less Than Significant Impact*. Construction activities during project site development, such as grading, excavation, and soil hauling, would disturb soils and potentially expose them to wind and water erosion. Similarly, proposed project operations would involve the use of heavy equipment and movement of materials and therefore also disturb on-site soils. As part of the North Coast RWQCB-approved remediation plan efforts described in Section 3.0, both an industrial storm water pollution prevention plan and a construction storm water pollution prevention plan (SWPPP) have been prepared for the project. These documents establish site-specific best management practices (BMPs) for operations and construction activities on the site that will limit the amount of soils washed off-site. Compliance with these documents will minimize soil erosion and loss of topsoil from project implementation and reduce this impact to a less than significant level.
- c) *Less Than Significant Impact*. The potential for landslides on the project site was addressed under Response 4.6(a)(iv) and was determined to have no impact. The potential for lateral spreading, liquefaction, subsidence, and other types of ground failure or collapse was addressed under Response 4.6(a)(iii) and was determined to be less than significant.
- d) *Less Than Significant Impact*. Expansive or shrink-swell soils are soils that swell when subjected to moisture and shrink when dry. Expansive soils typically contain clay minerals that attract and absorb water, greatly increasing the volume of the soil. This increase in volume can cause damage to foundations, structures, and roadways. While the clay content of project site soils in the vicinity of proposed improvements is currently unknown, standard procedures used in the construction of concrete footings as required by the California Building Code will reduce this potential impact to a level that is considered less than significant.
- e) *No Impact*. No septic tanks or alternative wastewater disposal systems are associated with the project.

4.0 ENVIRONMENTAL CHECKLIST

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.7 GREENHOUSE GASES. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SETTING

Since the early 1990s, scientific consensus holds that the world’s population is releasing greenhouse gases (GHG) faster than the earth’s natural systems can absorb them. These gases 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), and nitrous oxide (N₂O), 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.

Table 4.7-1 provides descriptions of the primary GHGs attributed to global climate change, including a description of their physical properties, primary sources, and contribution to the greenhouse effect.

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 21 times more heat per molecule than CO₂, and N₂O absorbs 310 times more heat per molecule than CO₂. Often, estimates of GHG emissions are presented in carbon dioxide equivalents (CO₂e), which weight each gas by its GWP. 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.

4.0 ENVIRONMENTAL CHECKLIST

**TABLE 4.7-1
GREENHOUSE GASES**

Greenhouse Gas	Description
Carbon dioxide (CO ₂)	CO ₂ is a colorless, odorless gas and is emitted in a number of ways, both naturally and through human activities. The largest source of CO ₂ emissions globally is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, industrial facilities, and other sources. A number of industrial production processes and product uses such as mineral production, metal production, and the use of petroleum-based products can also lead to CO ₂ emissions. The atmospheric lifetime of CO ₂ is variable because it is so readily exchanged in the atmosphere. ¹
Methane (CH ₄)	CH ₄ is a colorless, odorless gas that is not flammable under most circumstances. CH ₄ is the major component of natural gas, about 87 percent by volume. It is also formed and released to the atmosphere by biological processes occurring in anaerobic environments. CH ₄ is emitted from both human-related and natural sources. Human-related sources include fossil fuel production, animal husbandry (livestock intestinal fermentation and manure management), biomass burning, and waste management. Natural sources of CH ₄ include wetlands, gas hydrates, permafrost, termites, oceans, freshwater bodies, non-wetland soils, and other sources such as wildfires. Methane's atmospheric lifetime is about 12 years. ²
Nitrous oxide (N ₂ O)	N ₂ O is a clear, colorless gas with a slightly sweet odor. N ₂ O is produced by natural and human-related sources. Primary human-related sources are agricultural soil management, animal manure management, sewage treatment, and mobile and stationary combustion of fossil fuels. N ₂ O is also produced naturally from a wide variety of biological sources in soil and water, particularly microbial action in wet tropical forests. The atmospheric lifetime of N ₂ O is approximately 120 years. ³

Sources: ¹EPA 2011a, ²EPA 2011b, ³EPA 2010

DISCUSSION OF IMPACTS

- a) *Less Than 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.

GHG emissions associated with the project would occur over the short term from construction activities, consisting primarily of emissions from equipment exhaust. There would also be long-term regional emissions associated with project-related new indirect source emissions, such as electricity usage for lighting and vehicle trips.

Thresholds of significance illustrate the extent of an impact and are a basis from which to apply mitigation measures. Significance thresholds for GHG emissions resulting from land use development projects have not been established in Siskiyou County. In the absence of any GHG emission significance thresholds, the projected emissions are compared to the South Coast Air Quality Management District's recommended threshold of 3,000 metric tons of CO₂e annually. While significance thresholds used in Southern California are not binding in Siskiyou County or Yreka, they are instructive for comparison purposes. The project would be considered to have a significant impact if the projected emissions would surpass 3,000 metric tons of CO₂e annually.

Construction GHG Emissions

Construction of the proposed project would result in direct emissions of GHGs from construction. The approximate quantity of daily GHG emissions generated by construction equipment utilized to build the proposed project is depicted in **Table 4.7-2**.

**TABLE 4.7-2
PROJECT CONSTRUCTION GHG EMISSIONS – METRIC TONS PER YEAR**

Construction Phase	Carbon Dioxide (CO ₂)	Methane (CH ₄)	Nitrous Oxide (N ₂ O)	CO ₂ e
Proposed project	139	0	0	139

Source: Emissions modeled by PMC using the CalEEMod computer program. See **Appendix B** for modeling outputs.

Operational GHG Emissions

As stated above, there would also be long-term regional emissions associated with project-related new indirect source emissions. To be conservative, total construction-generated GHG emissions were amortized over the estimated life of the project. A project life of 30 years was assumed for the proposed project.

**TABLE 4.7-3
OPERATIONAL GHG EMISSIONS – METRIC TONS PER YEAR**

Source	CO ₂	CH ₄	N ₂ O	CO ₂ e
Construction (amortized over 30 years of project life)	5	0	0	5
Area	0	0	0	0
Energy	144	0	0	144
Employee Trips	259	0	0	259
Haul Trucks	1,015	0	0	1,015
Solid Waste	13	0.7	0	30
Water	7	0.1	0	10
Total	1,443	0.8	0	1,463
Significance Threshold				3,000
Exceed Threshold?				No

Source: Emissions modeled by PMC using the CalEEMod computer program. Accounts for differing summer and winter daily haul truck trip rates: (daily summer emissions x 183 days) + (daily winter emissions x 183 days). See **Appendix B** for modeling outputs.

As shown in **Table 4.7-3**, estimated GHG emissions resulting from both construction and operations of the proposed would total 1,463 metric tons of CO₂e per year, which is less than the GHG threshold of 3,000 metric tons of CO₂e per year and therefore a less than significant impact.

- b) *No Impact*. The project would not conflict with any adopted plans, policies, or regulations adopted for the purpose of reducing GHG emissions. While the proposed project is subject to compliance with the Global Warming Solutions Act (Assembly Bill [AB] 32), as identified

4.0 ENVIRONMENTAL CHECKLIST

under Response 4.7(a), proposed project-generated GHG emissions would not surpass GHG significance thresholds, which were prepared with the purpose of complying with the requirements of AB 32. Therefore, the proposed project would not conflict with AB 32.

Mitigation Measures

None required.

4.0 ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.8 HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
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"/>
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"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or a 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"/>
f) For a project within the vicinity of a private airstrip, 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"/>
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SETTING

For over 50 years, the project site had operated as a lumber mill and was owned by several different landowners. In the 1980s, detectable levels of contamination were found in debris, soil, storm water, and groundwater. The contaminants found include dioxin, pentachlorophenol (PCP), tetrachlorophenol (TCP), polychlorinated biphenyls (PCBs), and hydrocarbons (i.e., fuel, oil, and grease). Most of the contaminants were found in soil; however, low levels of PCP and TCP were found in storm water and groundwater. As a result of the site containing these contaminants, the North Coast Regional Water Quality Control Board (RWQCB) listed it as a hazardous materials discharge site (Case Number 1NSI103), which means that the site is subject to an active cleanup order. As part of cleanup order, the site was designated as a "brownfield site" for the magnitude of its potential to contaminate the environment. Brownfield sites are

4.0 ENVIRONMENTAL CHECKLIST

defined as sites having “low to moderate” levels of contamination. (Substantially contaminated sites identified as possessing “high” levels of contamination are designated as “superfund sites.”)

Beginning in the 1980s, cleanup plans were developed and remediation work was completed. The first cleanup efforts involved the movement of contaminated soil from the wood treatment area to the northwest corner of the property, encapsulation of the soil in plastic, and subsequent burial of the soil. In the early-1990s, storm water drainage improvements were constructed that were intended to prevent water from flowing on to and off of the property.

The project applicant purchased the site at the end of 2013. In 2014, the applicant, in consultation with the North Coast RWQCB, initiated the largest remediation effort to date, as described in detail in Section 3.0, Project Description. All site remediation actions have been approved by the North Coast RWQCB and have either already been implemented or were in the process of implementation at the time of this Initial Study's preparation. Once all site remediation actions are complete, the North Coast RWQCB has indicated that its active cleanup order will be closed.

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 in Title 22 of the California Code of Regulations, Title 22, Section 662601.10, 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.

Most hazardous material regulation and enforcement in Siskiyou County is managed by the Siskiyou County Public Health Department, which refers large cases of hazardous materials contamination or violations to the North Coast RWQCB and the Department of Toxic Substances Control (DTSC). When issues of hazardous materials arise, it is not at all uncommon for other agencies to become involved, such as the applicable air pollution control district and both the federal and state Occupational Safety and Health Administrations (OSHA).

DISCUSSION OF IMPACTS

- a) *Less Than Significant Impact.* Businesses that store hazardous materials are subject to the Hazardous Material Business Plan program, which is regulated by the Environmental Health Division of the Siskiyou County Public Health Department as part of the Certified Unified Program. The program requires the preparation of a document that provides an inventory of hazardous materials on-site, emergency plans and procedures in the event of an accidental release, and training for employees on safety procedures for handling hazardous materials and 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.

While the proposed project would store some hazardous materials (e.g., up to 12,000 gallons of diesel fuel) the reporting requirements for hazardous materials, preparation of a hazardous material business plan, and compliance with all required regulations and laws would ensure

that hazardous materials are stored and handled properly and that the proposed operation minimizes the potential for accidental upset. Therefore, with compliance with the law, this impact is considered to be less than significant.

- b) *Less Than Significant Impact.* Regarding construction, although unlikely, a potential release of hazardous materials could occur during construction work on the project. Any such releases would most likely be spillages of motor vehicle fuels and oils. Given the preparation of a construction SWPPP approved by the North Coast RWQCB (see Response 4.6(b)), the project is required to stipulate how and where vehicles can be refueled and what measures are needed to avoid spills adjacent to drainages and minimize the effects of such spills. In terms of the potential release of hazardous materials during proposed project operations, several aspects of project operations would be similar to construction activities in that off-road, heavy-duty equipment would be employed. In addition, the premanufactured ±12,000-square-foot truck and equipment maintenance shop would accommodate minor maintenance activities that would involve oils and solvents. Furthermore, the maintenance shop would be constructed with an oil separator and debris sump in order to contain all materials within the maintenance shop.
- c) *No Impact.* The project is not located within one-quarter mile of any school. The nearest schools to the project site are all located on the west side of Interstate 5, approximately 2 miles distant. In addition, compliance with existing regulations and standard safety procedures related to the handling of hazardous materials and waste would further reduce potential impacts to a level of insignificance, resulting in a determination of no impact.
- d) *Less Than Significant Impact With Mitigation Incorporated.* As previously stated, the site has been classified as a brownfield site subject to remediation. As described in Section 3.0, Project Description, the project applicant purchased the site at the end of 2013. In 2014, the applicant, in consultation with the North Coast RWQCB, initiated a large remediation effort on the site. Several remedial actions designed to remove or contain contaminated debris, soil, and water either have been implemented or were in the process of being implemented at the time of this initial study. To address the dioxin, PCP, and TCP chemicals, soils from two contaminated areas were consolidated in one area and capped with concrete (see **Figure 3.0-2**). Additionally, one other contaminated area at the northwest portion of the site was capped with concrete in place. To prevent storm water and groundwater contamination, water retention ponds were constructed in order to capture all the storm water from contaminated areas and retain it on-site. In addition to dioxin, PCP, and TCP, this process also addresses potential hydrocarbon contamination from fuel and oil existing on the ground. To ensure the storm water retention system is working, water samples are currently taken during rain storms and analyzed for dioxin, PCP, and TCP. In addition, one water supply well and 13 monitoring wells have been destroyed to prevent groundwater contamination (see **Figure 3.0-3**). To address PCB concerns, all of the debris, electrical equipment, and potentially contaminated soil has been removed from the property and disposed of at a hazardous waste landfill. The soil beneath these areas was tested to ensure all of the PCBs were removed. Lastly, a buried fuel tank on the east edge of the property and soils with high levels of fuel have been removed and disposed of in a hazardous waste landfill to remediate hydrocarbon contamination. The remaining soil beneath the fuel tank was tested to ensure all contaminated soil was removed.

The site remediation actions described above have been approved by the North Coast RWQCB. Once all site remediation actions are fully reviewed by the North Coast RWQCB for compliance, the RWQCB has indicated that its active cleanup order will be closed.

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Mitigation measure **MM 4.8.1** ensures that the closure of the North Coast RWQCB active cleanup order occurs prior to the commencement of project operations.

- e) *No Impact*. The closest public airport to the project site is the Montague-Yreka Rohrer Field Airport, located just over 2 miles to the east. Therefore, the project site is more than 2 miles from a public or private airport. No impact would occur.
- f) *No Impact*. See Response 4.8(e). The project site is not located in the vicinity of a private airstrip.
- g) *Less Than Significant Impact*. Yreka is located in the Operational Area of the Siskiyou County Office of Emergency Services. A standardized emergency management system (SEMS) program is in place between the City and the Office of Emergency Services. A local emergency plan guides local response to emergencies and local emergency management and is conducted under the direction of the City of Yreka Police Department. The proposed project would not obstruct evacuation routes or access to critical emergency facilities. This impact is less than significant.
- h) *Less Than Significant Impact*. Wildland fire protection services for unincorporated Siskiyou County are provided by the California Department of Forestry and Fire Protection (Cal-Fire). At the peak of firefighting preparedness, the Cal-Fire Siskiyou Unit suppression resources include approximately 70 career personnel and 120 seasonal personnel (Cal-Fire 2013). The Siskiyou Unit is geographically divided into four fire battalions. Within these battalions, the Siskiyou Unit has strategically located resources and facilities. These include seven fire stations, one conservation camp, two dozers, and four fire lookouts (Cal-Fire 2013). During summer months, 13 schedule "B" engines, two dozers, four fire crews, and up to four fire lookouts are staffed (Cal-Fire 2013). The fire lookouts are staffed based on fire, weather, and lightning activity levels. In the winter months, the Siskiyou Unit staffs three stations (Cal-Fire 2013). The Siskiyou Unit has an Emergency Command Center known as the Yreka Interagency Command Center (YICC). The YICC is located at the Siskiyou Unit Headquarters in Yreka and is a collaboration of Cal-Fire and US Forest Service (USFS) staff. The YICC provides dispatching services for Cal-Fire, the USFS, 30 local government departments, and five ambulance companies (Cal-Fire 2013). The YICC is responsible for emergency call taking, dispatching, and tracking of resources. The YICC has an emergency dispatcher at the console 24 hours a day. The goal of the YICC is to meet and exceed a standard of answering 95 percent of all alarms within 15 seconds and 99 percent within 40 seconds. Although there is the potential for wildland fires in the region given the relatively dry summer climate, with hot days and wind, the project site is adequately protected by the Cal-Fire Siskiyou Unit and its four battalions. This impact is less than significant.

Mitigation Measures

MM 4.8.1 The project applicant shall be required to complete all site remediation actions approved by the North Coast RWQCB active cleanup order Case Number 1NSI103.

Timing/Implementation: Prior to occupancy of the new sawmill facilities

Enforcement/Monitoring: North Coast RWQCB; City of Yreka Public Works Department

4.0 ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.9 HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of a failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SETTING

One of the most significant hydrology-related issues in Yreka is occasional flooding from storm events. The city is traversed by a number of natural and man-made drainages that experience dramatic seasonal fluctuations in flow and occasional short-term “pulse flow” conditions resulting in flooding. Occasional flooding due to naturally occurring storm events occurs along these drainages and at a few intersections throughout the city. As noted above, several creeks and/or intermittent drainages flow through the city: Yreka Creek, Humbug Creek, Juniper Creek, and Greenhorn Creek. Yreka Creek, an ephemeral waterway, does not maintain a year-round surface flow in many of its reaches.

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The project site does not contain any natural surface hydrologic features, only a human-made storm water retention pond and associated on-site drainage ditches. As mapped by the FEMA (2011) Flood Insurance Rate Mapping program, no portion of the proposed project is located in the 100-year floodplain.

DISCUSSION OF IMPACTS

- a) *Less Than Significant Impact.* 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 and oil and grease from heavy-duty equipment. The greatest potential source of water contaminants from the proposed project would be from erosion related to both construction and post-construction operations. This degradation could result in violation of water quality standards.

The project applicant has already prepared a construction SWPPP pursuant to RWQCB standards and subject to RWQCB review and approval. The SWPPP includes measures designed to reduce or eliminate erosion and runoff into waterways during construction. Best management practices include wattles, covering of stockpiles, silt fences, and other physical means of slowing storm water flow from the graded areas to allow sediment to settle before entering storm water channels. With adherence to the construction SWPPP, project impacts to water quality during construction are considered to be less than significant.

In terms of project operations, a storm drainage plan for the site has been prepared along with an industrial SWPPP as part of the North Coast RWQCB-approved remediation plan efforts described in Section 3.0, Project Description. These documents establish site-specific BMPs for operational activities on the site. The prescribed BMPs are both structural and nonstructural, include storm water runoff monitoring requirements, and comply with the City of Yreka's storm water and erosion ordinances. Included in the industrial SWPPP document and storm drainage plan is the use of a series of swales and ponds to direct both on- and off-site storm water such that any resulting discharge is both better in quality and decreased in quantity as compared to the storm water discharge currently leaving the site. However, the majority of the storm water runoff would be retained on-site. As dictated by these documents, a series of three retention ponds would be constructed to contain runoff from a 100-year storm event (see **Figure 3.0-4**).

The storm drainage plan and industrial SWPPP ensure an on-site drainage system is constructed that prevents increases in peak storm runoff levels. Storm water retention areas are proposed to be located at both the middle of the project site and in an 11-acre area in the southern portion of the site in order to accommodate storm water flows. Storm water retention on-site will address post-construction peak storm water flows in a way in which the majority of the storm water runoff would be retained on-site. Storm water retention areas will also provide vegetative filtration to remove or contain contaminants in the storm water. (As a further part of the site remediation effort, the 11-acre area will be vegetated with native trees and perennial bunch grasses.) As a result, potential impacts would be reduced to a level that is considered less than significant.

- b) *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. Although the project would result in the creation of impervious surfaces, including a ±50,000-square-foot sawmill building, a ±12,000-square-foot

maintenance shop, and 45 asphalt parking lot spaces, the addition of these surfaces would not interfere with groundwater recharge, as there are sufficient pervious surfaces adjacent to these improvements. In addition, the proposed on-site drainage system includes storm water retention on-site (pervious) that addresses post-construction peak storm water flows in a way that the majority of storm water is retained on-site, thus providing time for storm water percolation in the retention areas (located as shown in **Figure 3.0-4**).

- c) *Less Than Significant Impact.* See Response 4.6(b). Construction activities during project site development, such as grading, excavation, and soil hauling, would disturb soils and potentially expose them to wind and water erosion. Similarly, proposed project operations would involve the use of heavy equipment and movement of materials and therefore also disturb on-site soils. As part of the North Coast RWQCB-approved remediation plan efforts described in Section 3.0, both an industrial SWPPP and a construction SWPPP have been prepared for the project. These documents establish site-specific BMPs for operations and construction activities on the site, including storm water retention ponds, that will limit the amount of soils washed off-site. Compliance with these documents will minimize soil erosion and the loss of topsoil from project implementation and reduce this impact to a less than significant level.

- d) *Less Than Significant Impact.* See Responses 4.6(b) and 4.9(c). Implementation of the proposed project would alter the existing drainage patterns on the site by adding an impermeable surface to portions of the site. The project applicant has submitted a storm drainage plan for the project that will be reviewed by the City to ensure adequate capacity and compliance with City standards. As a result, the drainage pattern at the project site and in the surrounding areas, as well as surface runoff conditions after implementation of the proposed project, would be essentially the same as existing conditions, and increases in peak storm runoff levels would be avoided. As shown in **Figure 3.0-4**, a system of drainage ditches, swales, one retention pond, and drainage structures (i.e., culverts) will be used to divert and convey storm water runoff from the western, northern, and eastern portions of the site to a primary retention pond at the middle of the project site. Storm water from the western portion of the site will be conveyed through gravity, and storm water from the northern and eastern portions of the site will also rely on gravity, but will have to be pumped in certain places. At times when storm water capacity is reached in the primary retention pond, storm water from the pond will gravity flow to the southern portion of the site into a system of retention ponds where storm water will be retained over an 11-acre area. These retention ponds will be constructed to retain storm water from the 100-year storm event. A pump will be installed at the southeastern corner of the site in order to pump storm water from this area back to the primary retention pond located at the center of the site when necessary. It is anticipated that it will only be necessary to pump storm water back to the primary retention pond in the case of an extreme storm event; therefore, storm water pumping will rarely be employed. A backup diesel generator will be required on-site to ensure the operation of this pump in the case of an electrical blackout. (The only storm water that will leave the site flows from a small area at the northeast corner of the site associated with the proposed parking lot. Storm water generated from this small area will flow into the existing drainage ditch at the eastern boundary of the site.) For these reasons, the proposed project would have a less than significant impact on causing flooding on- or off-site.

- e) *Less Than Significant Impact.* Implementation of the proposed project would alter the existing drainage patterns on the site by resulting in changes to the amount of impervious surfaces. Polluted runoff from the project site during construction and operation could

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include sediment from soil disturbances; oil and grease from construction equipment, roadways, and parking lots; pesticides and fertilizers from landscaped areas; metals from paints; and gross pollutants such as trash and debris. The project applicant has submitted a storm drainage plan for the project that will be reviewed by the City to ensure adequate capacity and compliance with City standards. Compliance with existing regulations developed to minimize the release of polluted runoff from construction sites would reduce this impact to a less than significant level.

- f) *Less Than Significant Impact.* See Responses 4.9(a) through 4.9(e).
- g) *No Impact.* As mapped by the FEMA (2011) Flood Insurance Rate Mapping program, no portion of the proposed project is located in the 100-year floodplain.
- h) *No Impact.* See Response 4.9(g). As mapped by the FEMA (2011) Flood Insurance Rate Mapping program, no portion of the proposed project is located in the 100-year floodplain.
- i) *No Impact.* See Response 4.9(h). The project site is located within 3 miles of the Greenhorn Dam in Yreka to the east. According to the City General Plan (2003), Greenhorn Dam Reservoir poses no real threat to Yreka. Even though it is a Class C earthfill dam, a breakage by any means would result in seepage rather than a complete collapse. There is a limited quantity of water impounded and Yreka Creek could accommodate the flow. Additionally, the project site is located within 20 miles of several dams on the Klamath River. According to the City General Plan, these dams do not pose a threat to any part of Yreka due to their distance from the city and the intervening topography. Furthermore, these dams are regulated by the California Division of Safety of Dams (DSD). The DSD performs annual maintenance inspections of these and other dams under state jurisdiction, including monitoring for compliance with seismic stability standards. Regular inspection by the DSD ensures that dams are kept in safe operating condition. As such, failure of these dams is considered to have an extremely low probability of occurring and is not considered to be a reasonably foreseeable event. For these reasons, the project would not expose people or structures to a significant risk of loss, injury, or death as a result of the failure of a dam. No impact would occur.
- j) *No Impact.* The project site is not located near an ocean or large body of water with potential for seiche or tsunami. The project area is not at risk for mudflows.

Mitigation Measures

None required.

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	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.10 LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SETTING

The basis for land use planning in Yreka is the City's General Plan (2003). The Land Use Element provides the primary guidance on issues related to land use and land use intensity. The Land Use Element provides designations for land in the city and outlines goals and policies concerning development and use of that land. In concert with the General Plan, the Yreka Zoning Ordinance establishes zone districts in the city and specifies allowable uses and development standards for each district. Under state law, each jurisdiction's zoning ordinance must be consistent with its general plan.

The project site contains three separate parcels. Two of these parcels are privately owned and located within the Yreka city limits. The third parcel is owned by the City of Yreka, though it is located just outside of the city limits in unincorporated Siskiyou County. The two parcels under the City's jurisdiction are designated Industrial by the City General Plan and are zoned Heavy Industrial (M-2). As defined by the General Plan, the Industrial designation is intended to accommodate "lumber mills, asphalt plants, manufacturers of product designed predominantly for sale off site" (Yreka 2003). The one parcel under the jurisdiction of Siskiyou County is zoned Prime Agricultural.

DISCUSSION OF IMPACTS

- a) *No Impact.* The project will not result in the division of an existing community. The project site is located in an area of Yreka with existing industrial development. While there are undeveloped lands in the project vicinity, these lands are designated and zoned for industrial development. Therefore, implementation of the proposed project will not divide an established community.
- b) *No Impact.* The project is required to secure a Conditional Use Permit, pursuant to City Municipal Code Section 16.42.070, to allow the construction of a new sawmill, log processing area, and shipping center for the purpose of receiving and processing timber and distributing a product of pallet stock lumber. Specifically, the project is proposing a two-story, premanufactured ±50,000-square-foot sawmill building, a premanufactured ±12,000-square-foot truck and equipment maintenance shop, new truck weighing scales, a raw product delivery area, a log deck/log-storage area, a wood-waste storage and recovery area, a

4.0 ENVIRONMENTAL CHECKLIST

finished product storage and shipping area, a 45-space paved parking area, an on-site fire suppression/irrigation system, and a storm water drainage system (the storm water drainage is being implemented under the North Coast RWQCB-led site remediation effort described above). In addition, the project proposes to improve the existing internal circulation system on-site, though such improvements would not include permanent pavement. The proposed project would also reuse approximately 6,000 square feet of existing building space on-site for the purpose of office space. The project will not conflict with applicable plans that have jurisdiction over the project area. The project is consistent with the City's General Plan and Zoning Ordinance.

- c) *No Impact*. See subsection 4, Biological Resources. No habitat conservation or natural community conservation plans are applicable to the project area.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.11 MINERAL RESOURCES. Would the project:				
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"/>
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"/>

SETTING

Historically, gold mining was responsible for the establishment of Yreka. With thousands of gold miners hoping to strike it rich, dredge mining occurred along Yreka Creek between the 1850s and 1930s. Although some mining still takes place on the Shasta and Klamath rivers, the resource is essentially depleted and no longer plays a significant role in Yreka’s economy. Nevertheless, gold continues to provide a tourist draw to the region for many amateur gold-seekers.

The State Mining and Geology Board has the responsibility to inventory and classify mineral resources and could designate such mineral resources as having a statewide or regional significance. If this designation occurs, the local agency must adopt a management plan for such identified resources. At this time, there are no plans to assess local mineral resources for the project area or Siskiyou County.

The project site is located in an area that has been previously disturbed due to both historic lumber mill activities at the site.

DISCUSSION OF IMPACTS

- a) *No Impact.* The project would not result in the loss of an available known mineral resource that would be of value to the region or residents of the state.
- b) *No Impact.* See Response 4.11(a). There are no locally important mineral resource recovery sites within the project area delineated in the City or County general plans.

Mitigation Measures

None required.

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	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.12 NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or of applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or a 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"/>
f) For a project within the vicinity of a private airstrip, 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"/>

SETTING

Noise sources in Yreka include local and through traffic, commercial and industrial uses, races at the fairgrounds, and occasional railroad operations of the Yreka Western Railroad. The most consistent noise sources in Yreka are local and through traffic. Interstate 5, which traverses the full length of the community from north to south, is likely the most significant noise source.

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 an overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear (in dBA).

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 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 (EPA 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.

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact.*

Short Term. Short-term noise levels related to construction of the proposed project would temporarily increase noise levels in the vicinity of the project site. Construction is performed in discrete steps, each of which has its own mix of equipment and consequently its own noise characteristics. Typical construction noise levels vary up to a maximum of 95 dBA at 50 feet from the construction site during the noisiest construction phases. Site preparation activities, which include excavation and grading, tend to generate the highest noise levels because the noisiest construction equipment is earth-moving equipment. Earth-moving equipment includes excavating machinery such as backhoes, bulldozers, draglines, front loaders, and earth-moving and compacting equipment, which includes compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings. **Table 4.12-1** summarizes noise levels produced by construction equipment that is commonly used during construction projects. As shown, maximum intermittent noise levels associated with construction equipment typically range from approximately 75 to 87 dBA L_{max} at 50 feet (L_{max} is the maximum A-weighted noise level recorded for a single noise). Pile driving, which is not often employed, exceeds the typical construction noise range, producing noise levels of approximately 95 dBA L_{max} at 50 feet.

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TABLE 4.12-1
TYPICAL CONSTRUCTION NOISE LEVELS

Equipment	Noise Levels at 50 Feet
Front-End Loader	85 dBA
Bulldozer	85 dBA
Backhoe	80 dBA
Water Truck (or other heavy truck)	88 dBA
Generator	81 dBA
Concrete Mixer	85 dBA
Tamper/Roller	75 dBA
Crane, Mobile	83 dBA
Paver	87 dBA
Jackhammer	85 dBA
Grader/Excavator/ Scraper	85 dBA
Paver	85 dBA
Pile Driver (Impact/Vibratory)	95 dBA

Sources: FTA 2006; FHWA 2006; EPA 1971

During the construction phase of the project, exterior noise levels resulting from construction could affect the nearest existing sensitive receivers in the vicinity of the project site. The nearest noise-sensitive land uses is located approximately 295 feet to the west of the western boundary of the project site.

The City's General Plan Noise Element establishes policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise-sensitive land uses. For instance, the maximum allowable noise level for residential land uses under the City's General Plan Noise Element is 50 dBA. As depicted in **Table 4.12-1**, noise generated by individual equipment can reach levels of up to approximately 95 dBA at 50 feet for brief periods. Based on the above noise levels and assuming an average noise attenuation rate of 6 dB per doubling of distance from the source center, predicted exterior average-hourly noise levels would be approximately 80 dBA at the nearest residential land uses, which is above the City standard. However, City General Plan Noise Element Policy 9 exempts construction activities from City noise standards due to the fact that construction is temporary. In addition, City General Plan Noise Element Policy 10 limits construction activities to the hours of 7 a.m. to 5 p.m. For these reasons, short-term noise levels related to construction of the proposed project would be less than significant.

Long Term. While noise levels resulting from the project are not expected to be great, they will inevitably be greater than under existing conditions (i.e., an undeveloped parcel). As stated in Section 3.0, Project Description, de-barking equipment would be located on the west side of the proposed sawmill building. According to the project applicant, this piece of industrial equipment produces noise levels of approximately 80 dBA L_{max} at 50 feet and would be the loudest piece of operational equipment. The nearest noise-sensitive land use is

located approximately 1,800 feet to the west of the west side of the proposed sawmill, where the de-barking equipment would be located. As previously stated, the maximum allowable noise level for residential land uses under the City’s General Plan Noise Element is 50 dBA. Based on the above noise levels and assuming an average noise-attenuation rate of 6 dB per doubling of distance from the source center, predicted exterior average-hourly noise levels would be approximately 50 dBA at the nearest residential land uses, which is the maximum allowable noise level under the City standard.

Additionally, the increase in off-site traffic as a result of the project as well as the required backup beeper signals equipped on operational off-road equipment is likely to increase off-site noise levels as well. However, the project site is located in an area of Yreka with existing industrial development (immediately north of the project site is a concrete and asphalt batch plant, with an industrial-scale timber mill to the east). Therefore, the proposed project is located in an area of Yreka planned for industrial land uses, and the anticipated increase in noise levels over existing conditions as a result of the project would be considered appropriate due to its location. Furthermore, the sawmill will only operate 5 days a week between the hours of 7:00 a.m. and 5:00 p.m. Potential long-term noise impacts are less than significant.

- b) *Less Than Significant Impact.* Increases in groundborne vibration levels attributable to the proposed project would be associated with both short-term construction-related activities and long-term operational activities. Both construction and operational activities associated with the proposed improvements would likely require the use of various equipment, such as tractors and haul trucks. Groundborne vibration levels associated with representative construction equipment are summarized in **Table 4.12-2**.

**TABLE 4.12-2
REPRESENTATIVE VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT**

Equipment	Peak Particle Velocity at 25 Feet (in/sec)
Loaded Trucks	0.076
Jackhammer	0.035
Small Bulldozers/Tractors	0.003

Source: FTA 2006; Caltrans 2004

Commonly recommended criteria for structural damage and human annoyance are 0.2 and 0.1 inches per second peak particle velocity (ppv), respectively (Caltrans 2002, 2004). Based on the vibration levels presented in **Table 4.12-2**, ground vibration generated by heavy-duty equipment would not be anticipated to exceed approximately 0.08 inches per second peak particle velocity at 25 feet. Predicted vibration levels at the nearest on- and off-site structures would not exceed recommended criteria. As a result, this impact would be considered less than significant.

- c) *Less Than Significant Impact.* See Response 4.12(a).
- d) *Less Than Significant Impact.* See Response 4.12(a).
- e) *No Impact.* The project is not located within 2 miles of an airport.

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f) *No Impact*. The project is not located in the vicinity of a private airstrip.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.13 POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SETTING

According to the California Department of Finance (2013), the population of Yreka was approximately 7,771 as of January 2013, with 3,673 occupied dwelling units and an average of 2.25 persons per household. No housing exists on the site.

DISCUSSION OF IMPACTS

- a) *No Impact.* The proposed project does not include the construction of any new homes; however, it does include the construction of an industrial use that could create a limited number of new jobs (40) in the region. While the addition of new employment opportunities could increase the city’s population, it is anticipated that the majority of new employees would likely be existing residents of the city or come from the surrounding area. As such, the proposed project is unlikely to result in a demand for new housing.
- b) *No Impact.* As the project site is an abandoned lumber mill, the project would not displace any housing.
- c) *No Impact.* As the project site is an abandoned lumber mill, the project would not displace any people.

Mitigation Measures

None required.

4.0 ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.14 PUBLIC SERVICES. Would the project 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 following public services:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SETTING

Fire Protection

Fire protection services in Yreka are provided by the Yreka Fire Department, which is staffed by volunteers. The fire station is located at 401 West Miner Street. The department also provides Basic Life Support services. Although the personnel are volunteers, equipment needs are funded through the City of Yreka's property assessment for fire services.

The service boundaries of the department are the city limits, although the department has a mutual aid agreement with Cal-Fire to provide fire protection services to outlying areas (Yreka 2003, p. 6-4). A total of seven fire hydrants are currently located throughout the project site. Additionally, the project proposes two hose sheds in separate locations on the project site, as well as hose racks and fire suppression equipment in all project buildings.

Police Protection

Police protection services in the city are provided by the Yreka Police Department, which operates from the main police station located at 412 West Miner Street. The department anticipates that the current police force will be adequate to provide police protection needs to Yreka residents at the same level of service through 2022, barring a large increase in population due to a major change such as a large employer locating in Yreka (Yreka 2003, p. 6-6).

Schools

The Yreka Union Elementary School District serves school-aged children in kindergarten through eighth grade (K-8). Three public schools serve elementary school-aged children: Evergreen School, Jackson Street School, and Matole Valley Charter School. The Yreka Union High School District serves high school-aged children in grades 9 through 12 at Yreka High School (Yreka 2003, p. 7-2).

Parks and Recreation

Recreational opportunities for both youth and adults are varied in Yreka. A well-rounded variety of programs and activities is available to residents at City, school, and private recreational facilities in and around the community. The City operates and maintains nine parks, one pool, two ball fields, and the Yreka Creek Greenway, all funded by the City's General Fund.

Other Public Facilities

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

DISCUSSION OF IMPACTS

- a) *Less Than Significant Impact.* Development of the project site would result in a need for fire protection services to respond to any potential incidents that may occur at the site. However, the project site is located in a developed part of the city that currently receives fire service. While a new industrial facility does 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. Additionally, the project site currently has seven fire hydrants on-site and further proposes two hose sheds in separate locations on the project site and hose racks and fire suppression equipment in all project buildings. Therefore, this impact is less than significant.
- b) *Less Than Significant Impact.* Development of the project site would 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 industrial land use does 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.
- c) *No Impact.* The proposed project does not propose any housing and would not include any other components that would result in an increased demand for schools. As such, there would be no need for additional facilities to maintain acceptable service ratios for schools. No impact would occur.
- d) *No Impact.* The proposed project does not propose any housing 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.
- e) *No Impact.* The proposed project does not propose any housing and would not include any other components that would result in an increased 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.

Mitigation Measures

None required.

4.0 ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.15 RECREATION.				
a) Would the project 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 type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project 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"/>

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 nine parks, one pool, two ball fields, and the Yreka Creek Greenway, all funded by the City's General Fund. Private recreational facilities include a community theater, the YMCA, fitness centers, and a bowling alley.

DISCUSSION OF IMPACTS

- a) *No Impact.* The proposed project will not result in the construction of any new residential units; therefore, the use of existing parks and other recreational facilities will not be increased and no new or expanded facilities will be required. As such, implementation of the proposed project would have no impact to recreation.
- b) *No Impact.* See Response 4.15(a).

Mitigation Measures

None required.

4.0 ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.16 TRANSPORTATION/TRAFFIC. Would the project:				
a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SETTING

The city is located in northern Siskiyou County and is served by Interstate 5, SR 3, and SR 263. Within the city, a number of significant roadways, including Main Street, Oregon Street, Miner Street, and Oberlin Road, provide internal circulation and connectivity to the Siskiyou County roadway system.

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 Interstate 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.

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 the city have designated areas between the vehicle travelway and the edge of pavement of sufficient width to accommodate bicyclists. These include SR 3 throughout the city, Oregon Street, and SR 263 from SR 3 north. The Yreka Creek Greenway is identified as a future Class I bike path facility, which is identified as a completely separate right-of-way for the exclusive use of bicycles and pedestrians (Yreka 2006).

The site is bounded on the north by the Yreka Western Railroad tracks, which do not currently operate. South Phillippe Lane abuts the project site to the east and Oberlin Road is located approximately 1.1 miles south of the project site. Direct access to the site is currently provided

4.0 ENVIRONMENTAL CHECKLIST

from South Phillippe Lane via three existing site access driveways at the eastern edge of the project site. South Phillippe Lane has existing curb, gutter, and sidewalk improvements.

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact.* The proposed project site is located adjacent to South Phillippe Lane within 1 mile of SR 3/Montague Road. With the proposed project, log trucks would bring in small logs (4 to 12 inches) harvested from nearby timber properties around Northern California and Oregon. Primary access to the project site would be provided from South Phillippe Lane via two of the three existing site access driveways at the eastern edge of the project site. The northernmost access driveway would accommodate employee access, the central access driveway would be used for heavy-duty trucks only, and the southernmost access driveway would be gated and only used occasionally. Finished and raw forest products would be shipped to and from the site primarily via SR 3/Montague Road. The applicant anticipates that project operations would result in an average of 80 truck deliveries per summer day with a peak summer season maximum of 150 trucks delivering raw forest products. During the winter season, this number would be reduced or stopped, depending on weather and storage space at the project site. The applicant anticipates a maximum of 60 trucks hauling finished products would leave the site each day and an additional 20 trucks would haul byproducts off-site each day. These outgoing trucks would operate all year and once they leave the project site, would drive north on South Phillippe Lane to access SR 3/Montague Road, then drive west to Interstate 5 before heading either north or south.

As described, South Phillippe Lane and SR 3/Montague Road would act as the primary traffic facilities serving the project site. South Phillippe Lane is defined as a collector roadway by the City General Plan, while SR 3/Montague Road is defined as an arterial roadway facility (Yreka 2003). According to General Plan Circulation Element Program CI.4.F, traffic impacts are considered significant if they result in traffic that exceeds the “environmental capacity” of average daily trips (ADT), which is defined as greater than 2,500 ADT on collector facilities like South Phillippe Lane and greater than 5,000 ADT on arterial facilities like SR 3/Montague Road.

The proposed project would result in a maximum of 460 daily haul truck trips in the summer season (150 raw product delivery trucks coming and going and 60 finished product haul trucks coming and going and 20 byproduct haul trucks coming and going [(150 x 2) + (60 x 2) + (20 x 2)]. Additionally, the project anticipates 40 employees accessing the site each day as well as five visitors. Assuming that every employee and visitor travels to the site via automobile as the sole passenger and that each employee would leave the site for a lunch break before returning, each project employee would represent four trips and each visitor would represent two trips. Therefore, project employee and visitor trips would result in an average 170 trips daily year-round [(40 x 4) + (5 x 2)].

According to Siskiyou County staff (Tinsman 2014), the most recent traffic data for South Phillippe Lane shows that 71 traffic trips are accommodated daily. The addition of the maximum 460 haul truck daily trips and 170 employee/visitor daily trips for a total of 630 maximum daily trips to the existing daily traffic on South Phillippe Lane would not surpass the City General Plan threshold of 2,500 ADT for a collector roadway [71 existing daily trips + 630 project daily trips = 701].

According to Caltrans' (2013) inventory of traffic volumes on the California highway system, the segment of SR 3/Montague Road between South Phillippe Lane and Interstate 5 currently accommodates an average of 2,200 traffic trips per day. The addition of the maximum 460 haul truck daily trips and 170 employee/visitor daily trips for a total of 630 maximum daily trips to the existing daily traffic on SR 3/Montague Road would not surpass the City General Plan threshold of 5,000 ADT for an arterial roadway [2,200 existing daily trips + 630 project daily trips = 2,830].

The proposed project's impact to the roadway system is less than significant since the project's contribution to local traffic would not surpass City General Plan thresholds.

- b) *Less Than Significant Impact.* See Response 4.16(a). According to General Plan Circulation Element Program Cl.4.F, traffic impacts are considered significant if they result in traffic that exceeds the environmental capacity of ADT, which is defined as greater than 2,500 ADT on collector facilities like South Phillippe Lane and greater than 5,000 ADT on arterial facilities like SR 3/Montague Road. The proposed project's contribution to local traffic would not surpass these City General Plan thresholds.
- c) *No Impact.* The closest public airport to Yreka is the Montague-Yreka Rohrer Field Airport, located just over 2 miles to the east. However, there are no project components that would affect air traffic patterns.
- d) *No Impact.* No design features associated with the proposed project would increase hazards. Primary access to the project site would be provided from South Phillippe Lane via two of the three existing site access driveways at the eastern edge of the project site. South Phillippe Lane has existing curb, gutter, and sidewalk improvements and according to the City General Plan Circulation Element (2003), is classified as a roadway that is designed to carry significant industrial traffic.
- e) *No Impact.* Emergency vehicles would access the site from South Phillippe Lane via SR 3/Montague Road. A secondary emergency access route would also be available from South Phillippe Lane via Oberlin Road to the south of the project site. There is no impact from the proposed project.
- f) *No Impact.* The proposed project will not conflict with adopted plans for alternative transportation and will not have an impact on alternative transportation.

Mitigation Measures

None required.

4.0 ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.17 UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that 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"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SETTING

Water Supply

Water supply for Yreka originates from the Fall Creek Pumping Station and is piped to the city for distribution. Water is filtered and chlorinated at the source and again at the treatment plant before entering the city. The water system is largely gravity fed, with eight storage tanks located around the city to provide and maintain system pressure and storage. Yreka has a current winter usage of 1.0 million gallons per day, while summer usage can increase up to 6.0 million gallons per day during peak demands. Most of the system is looped, and adequate pressure is available throughout most of the city (Yreka 2003). Existing water lines are located in South Phillippe Lane adjacent to the site. The project proposes to tap into the City's water lines located in South Phillippe Lane.

Wastewater

The wastewater treatment facility for Yreka is located between State Route 263 (N. Main Street) and Yreka Creek, approximately 600 feet north of the intersection of Montague Road and SR 263. The wastewater treatment plant has a design capacity of 1.0 million gallons per day of average dry weather flow. Current dry weather flow is 0.7 to 0.9 million gallons per day. Existing

wastewater lines are located in South Phillippe Lane adjacent to the site. The project proposes to tap into the City's existing wastewater collection line located in South Phillippe Lane.

Storm Drainage

The city is traversed by a number of natural and man-made drainages that all eventually lead to Yreka Creek, which flows north to the Shasta River, a tributary to the Klamath River. Overall drainage in the city is adequate, with only localized flooding during storm events. Floodwater and drainage have had a negative effect on the wastewater collection and treatment systems. The City prepared and adopted the comprehensive City of Yreka Master Plan of Drainage in 2005.

As part of the North Coast RWQCB-approved remediation plan efforts described above, a storm drainage plan for the site has been prepared. Included in this drainage plan is the use of a series of swales and retention ponds to direct both on- and off-site storm water such that any resulting discharge is both better in quality and decreased in quantity as compared to the storm water discharge leaving the site currently. However, the majority of the storm water runoff would be retained on-site. As dictated by these documents, a series of three retention ponds would be constructed to contain runoff from a 100-year storm event (see **Figure 3.0-4**).

Solid Waste

The County of Siskiyou owns and operates a transfer site southeast of Yreka off Oberlin Road. By agreement between the City of Yreka and the County of Siskiyou, the City has access to the facility for 25 years, commencing in 2007. Solid waste from Yreka is subsequently transported and disposed of at the Anderson Solid Waste Landfill in Shasta County. Under existing state permits, the landfill may accept 1,850 tons of solid waste per day until the year 2055 and had an estimated remaining capacity of 16,840,000 cubic yards in 2008 (CalRecycle 2012a).

DISCUSSION OF IMPACTS

- a) *Less Than Significant Impact.* Wastewater disposal is regulated under the federal Clean Water Act and the state Porter-Cologne Water Quality Control Act. The North Coast RWQCB implements these acts by administering the National Pollutant Discharge Elimination System (NPDES), issuing water discharge permits, and establishing BMPs. Implementation of the proposed project would result in increased wastewater flows that would be collected and treated at the wastewater treatment plant for Yreka. As previously stated, the plant has a design capacity of 1.0 million gallons per day of average dry weather flow, and the current dry weather flow is 0.7 to 0.9 million gallons per day. The City of Yreka is currently able to dispose of all of its effluent and will continue to do so with implementation of the proposed project. In addition, the City has recently approved a project consisting of repair or replacement of portions of the City's existing municipal wastewater collection system at 13 locations and modification of waste treatment and sludge drying infrastructure at the City's existing wastewater treatment plant. The result of this wastewater collection and treatment project will be to accommodate Yreka's wastewater disposal needs for the life of the General Plan. The proposed project is consistent with the land use assumptions contained in the General Plan. Therefore, no aspect of the proposed project would exceed wastewater treatment requirements.
- b) *Less Than Significant Impact.* The proposed project would not increase demand for water supply and/or wastewater disposal beyond the capacity of the water delivery and

4.0 ENVIRONMENTAL CHECKLIST

wastewater collection systems, as these systems were constructed to accommodate growth, including development of the proposed project for industrial uses.

In terms of water supply facilities, an existing water line traverses the east end of the project site along South Phillippe Lane. The City's water service line is capable of meeting the needs of the project. The project will have a less than significant impact on water supply facilities.

In terms of wastewater disposal facilities, the City has recently approved a project consisting of repair or replacement of portions of the City's existing municipal wastewater collection system at 13 locations and modification of waste treatment and sludge drying infrastructure at the City's existing wastewater treatment plant. The result of this wastewater collection and treatment project will be to accommodate Yreka's wastewater disposal needs for the life of the General Plan. The proposed project is consistent with the land use assumptions contained in the General Plan and would not increase demand for wastewater disposal beyond the capacity of the improved wastewater disposal system.

- c) *Less Than Significant Impact.* Implementation of the proposed project would increase the amount of impervious surfaces on the project site, resulting in greater storm water runoff potential. As discussed previously, the project will develop storm water retention on-site that addresses post-construction peak storm water flows in such a way that the majority of storm water is retained on-site. As such, existing storm water retention and conveyance systems would be unaffected.
- d) *Less Than Significant Impact.* As previously stated, the City has a current winter water usage of 1.0 million gallons per day, while summer usage can increase up to 6.0 million gallons per day during peak demands. Water use data for the proposed retail business was obtained from Appendices E and F of the Pacific Institute's (2003) Waste Not, Want Not report, which reports total gallons of water used per day per employee (152 gallons per employee each day). The total daily water use was converted to annual water use based on 365 days, which is conservative as it does not exclude weekends or holidays. According to the project applicant, 40 employees would work on the proposed project site during operations. Use of 152 gallons per 40 employees each day equals 6,080 gallons used daily and 2,219,200 gallons of water used annually. In addition, the applicant estimates the use of an additional 4,000 gallons daily for sawmill-specific activities such as cooling the mill saw. The addition of this water use equates to 10,080 gallons used daily and 3,679,200 gallons of water used annually.

According to the City General Plan, the City's water service line is capable of up to 15 cubic feet per second of flow, which equates to a potential serviceability of 10.5 million gallons per day, which is more than adequate to meet the needs for the life of the General Plan. The proposed project is consistent with the land use assumptions contained in the General Plan and would not increase demand for water beyond the supplies.

- e) *Less Than Significant Impact.* See Response 4.17(a).
- f) *Less Than Significant Impact.* Solid waste from the project site will be transported to the transfer station south of the city off Oberlin Road and subsequently disposed of at the Anderson Solid Waste Landfill in Shasta County consistent with the solid waste disposal process for the whole of the city. Under existing state permits, the landfill may accept 1,850 tons of solid waste per day until the year 2036.

Using CalRecycle waste generation rates, the proposed project is estimated to generate approximately 134.5 tons of solid waste during construction (62,000 square feet of nonresidential building space x 4.34 = 269,080 pounds/134.5 tons). Application of California Building Code requirements will divert a minimum of 50 percent of the construction waste from the landfill, which results in construction-generated solid waste of 67 tons.

In terms of project operations, approximately 65 tons of solid waste would be generated annually (assuming all 40 employees work every day). This estimate was obtained using ratios obtained from CalRecycle's (2012b) estimated solid waste generation rates for industrial land use, which projects the generation of approximately 8.93 pounds of solid waste per employee each day (40 x 8.93 = 357 pounds daily. 357 pounds x 365 = 130,305 pounds/65 tons annually). The byproducts of project operations are proposed to be hauled off-site for use in other applications and would not be disposed of in a landfill. For instance, sawdust and de-barked material would be used for landscaping as well as for biomass energy generation.

The proposed project would generate a total of 67 tons of solid waste over the duration of construction activities and a total of 65 tons annually during project operations. Under existing state permits, the landfill may accept 1,850 tons of solid waste per day until the year 2036. Therefore, the project's daily contribution to the landfill relative to the landfill's capacity is considered less than significant.

- g) *Less Than Significant Impact.* The proposed project will comply with all state and federal statutes regarding solid waste.

Mitigation Measures

None required.

4.0 ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.18 MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to 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, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF IMPACTS

- a) *Less Than Significant Impact With Mitigation Incorporated.* Several Initial Study subsections have identified the potential for significant environmental impacts, including subsection 4.5, Cultural Resources. However, with implementation of mitigation measures proposed in the relevant subsections of this Initial Study, these potential impacts would be reduced to a level that is considered less than significant.
- b) *Less Than Significant Impact With Mitigation Incorporated.* Implementation of the proposed project, in conjunction with other approved or pending projects in the region, has the potential to result in potentially cumulatively impacts to the physical environment for analysis areas which include biological resources and air quality. However, with implementation of mitigation measures proposed in the relevant subsections of this Initial Study, these potential impacts would be reduced to a level that is considered less than significant.
- c) *Less Than Significant Impact With Mitigation Incorporated.* With implementation of proposed mitigation measures, the project will not result in adverse impacts on human beings.

5.0 REFERENCES

5.1 DOCUMENTS REFERENCED IN INITIAL STUDY AND/OR INCORPORATED BY REFERENCE

The following documents were used or to determine the potential for impact from the proposed project. Compliance with federal, state, and local laws is assumed in all projects.

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APPENDICES

APPENDIX A: AIR QUALITY

Fruit Growers Supply Company Sawmill Project - Employee & Visitor Trips Siskiyou County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Manufacturing	1.00	1000sqft	0.02	1,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	85
Climate Zone	14	Operational Year		2015	

1.3 User Entered Comments & Non-Default Data

Vehicle Trips - Trips per subsection 16

Table Name	Column Name	Default Value	New Value
tblProjectCharacteristics	OperationalYear	2014	2015
tblVehicleTrips	ST_TR	1.49	0.00
tblVehicleTrips	SU_TR	0.62	0.00
tblVehicleTrips	WD_TR	3.82	170.00

2.0 Operational Detail - Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.0649	6.5313	22.3406	0.0237	1.0833	0.0999	1.1832	0.2918	0.0916	0.3834		2,230.1295	2,230.1295	0.1006		2,232.2410
Unmitigated	6.0649	6.5313	22.3406	0.0237	1.0833	0.0999	1.1832	0.2918	0.0916	0.3834		2,230.1295	2,230.1295	0.1006		2,232.2410

2.1 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Manufacturing	170.00	0.00	0.00	354,512	354,512
Total	170.00	0.00	0.00	354,512	354,512

2.2 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Manufacturing	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3

2.3 Fleet Mix

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.281054	0.095738	0.151657	0.138591	0.099170	0.010531	0.010363	0.197103	0.002398	0.001230	0.006169	0.001757	0.004239

Fruit Growers Supply Company Sawmill Project - Employee & Visitor Trips Siskiyou County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Manufacturing	1.00	1000sqft	0.02	1,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	85
Climate Zone	14	Operational Year		2015	

1.3 User Entered Comments & Non-Default Data

Vehicle Trips - Trips per subsection 16

Table Name	Column Name	Default Value	New Value
tblProjectCharacteristics	OperationalYear	2014	2015
tblVehicleTrips	ST_TR	1.49	0.00
tblVehicleTrips	SU_TR	0.62	0.00
tblVehicleTrips	WD_TR	3.82	170.00

2.0 Operational Detail - Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	8.0504	7.4762	34.6512	0.0234	1.0833	0.1008	1.1840	0.2918	0.0923	0.3841		2,180.214 2	2,180.214 2	0.1008		2,182.331 3
Unmitigated	8.0504	7.4762	34.6512	0.0234	1.0833	0.1008	1.1840	0.2918	0.0923	0.3841		2,180.214 2	2,180.214 2	0.1008		2,182.331 3

2.1 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Manufacturing	170.00	0.00	0.00	354,512	354,512
Total	170.00	0.00	0.00	354,512	354,512

2.2 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Manufacturing	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3

2.3 Fleet Mix

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.281054	0.095738	0.151657	0.138591	0.099170	0.010531	0.010363	0.197103	0.002398	0.001230	0.006169	0.001757	0.004239

Fruit Growers Supply Company Sawmill Project - Heavy Duty Trucks Siskiyou County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Manufacturing	1.00	1000sqft	0.02	1,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	85
Climate Zone	14	Operational Year			2015

1.3 User Entered Comments & Non-Default Data

Vehicle Trips - Truck trips per project applicant

Vehicle Emission Factors - Heavy-duty trucks only

Table Name	Column Name	Default Value	New Value
tblProjectCharacteristics	OperationalYear	2014	2015
tblVehicleEF	HHD	0.20	1.00
tblVehicleEF	HHD	0.20	1.00
tblVehicleEF	HHD	0.20	1.00
tblVehicleEF	LDA	0.28	0.00
tblVehicleEF	LDA	0.28	0.00
tblVehicleEF	LDA	0.28	0.00
tblVehicleEF	LDT1	0.10	0.00
tblVehicleEF	LDT1	0.10	0.00
tblVehicleEF	LDT1	0.10	0.00
tblVehicleEF	LDT2	0.15	0.00

tblVehicleEF	LDT2	0.15	0.00
tblVehicleEF	LDT2	0.15	0.00
tblVehicleEF	LHD1	0.10	0.00
tblVehicleEF	LHD1	0.10	0.00
tblVehicleEF	LHD1	0.10	0.00
tblVehicleEF	LHD2	0.01	0.00
tblVehicleEF	LHD2	0.01	0.00
tblVehicleEF	LHD2	0.01	0.00
tblVehicleEF	MCY	6.1690e-003	0.00
tblVehicleEF	MCY	6.1690e-003	0.00
tblVehicleEF	MCY	6.1690e-003	0.00
tblVehicleEF	MDV	0.14	0.00
tblVehicleEF	MDV	0.14	0.00
tblVehicleEF	MDV	0.14	0.00
tblVehicleEF	MH	4.2390e-003	0.00
tblVehicleEF	MH	4.2390e-003	0.00
tblVehicleEF	MH	4.2390e-003	0.00
tblVehicleEF	MHD	0.01	0.00
tblVehicleEF	MHD	0.01	0.00
tblVehicleEF	MHD	0.01	0.00
tblVehicleEF	OBUS	2.3980e-003	0.00
tblVehicleEF	OBUS	2.3980e-003	0.00
tblVehicleEF	OBUS	2.3980e-003	0.00
tblVehicleEF	SBUS	1.7570e-003	0.00
tblVehicleEF	SBUS	1.7570e-003	0.00
tblVehicleEF	SBUS	1.7570e-003	0.00
tblVehicleEF	UBUS	1.2300e-003	0.00
tblVehicleEF	UBUS	1.2300e-003	0.00
tblVehicleEF	UBUS	1.2300e-003	0.00
tblVehicleTrips	ST_TR	1.49	0.00

tblVehicleTrips	SU_TR	0.62	0.00
tblVehicleTrips	WD_TR	3.82	230.00

2.0 Operational Detail - Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	18.1628	28.0802	73.3365	0.0719	1.6159	0.4859	2.1018	0.4432	0.4453	0.8885		7,224,312 5	7,224,312 5	0.0636		7,225,647 6
Unmitigated	18.1628	28.0802	73.3365	0.0719	1.6159	0.4859	2.1018	0.4432	0.4453	0.8885		7,224,312 5	7,224,312 5	0.0636		7,225,647 6

2.1 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Manufacturing	230.00	0.00	0.00	479,634	479,634
Total	230.00	0.00	0.00	479,634	479,634

2.2 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Manufacturing	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3

2.3 Fleet Mix

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	1.000000	0.000000	0.000000	0.000000	0.000000	0.000000

Fruit Growers Supply Company Sawmill Project - Heavy Duty Trucks Siskiyou County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Manufacturing	1.00	1000sqft	0.02	1,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	85
Climate Zone	14	Operational Year		2015	

1.3 User Entered Comments & Non-Default Data

Vehicle Trips - Truck trips per project applicant

Vehicle Emission Factors - Heavy-duty trucks only

Table Name	Column Name	Default Value	New Value
tblProjectCharacteristics	OperationalYear	2014	2015
tblVehicleEF	HHD	0.20	1.00
tblVehicleEF	HHD	0.20	1.00
tblVehicleEF	HHD	0.20	1.00
tblVehicleEF	LDA	0.28	0.00
tblVehicleEF	LDA	0.28	0.00
tblVehicleEF	LDA	0.28	0.00
tblVehicleEF	LDT1	0.10	0.00
tblVehicleEF	LDT1	0.10	0.00
tblVehicleEF	LDT1	0.10	0.00
tblVehicleEF	LDT2	0.15	0.00

tblVehicleEF	LDT2	0.15	0.00
tblVehicleEF	LDT2	0.15	0.00
tblVehicleEF	LHD1	0.10	0.00
tblVehicleEF	LHD1	0.10	0.00
tblVehicleEF	LHD1	0.10	0.00
tblVehicleEF	LHD2	0.01	0.00
tblVehicleEF	LHD2	0.01	0.00
tblVehicleEF	LHD2	0.01	0.00
tblVehicleEF	MCY	6.1690e-003	0.00
tblVehicleEF	MCY	6.1690e-003	0.00
tblVehicleEF	MCY	6.1690e-003	0.00
tblVehicleEF	MDV	0.14	0.00
tblVehicleEF	MDV	0.14	0.00
tblVehicleEF	MDV	0.14	0.00
tblVehicleEF	MH	4.2390e-003	0.00
tblVehicleEF	MH	4.2390e-003	0.00
tblVehicleEF	MH	4.2390e-003	0.00
tblVehicleEF	MHD	0.01	0.00
tblVehicleEF	MHD	0.01	0.00
tblVehicleEF	MHD	0.01	0.00
tblVehicleEF	OBUS	2.3980e-003	0.00
tblVehicleEF	OBUS	2.3980e-003	0.00
tblVehicleEF	OBUS	2.3980e-003	0.00
tblVehicleEF	SBUS	1.7570e-003	0.00
tblVehicleEF	SBUS	1.7570e-003	0.00
tblVehicleEF	SBUS	1.7570e-003	0.00
tblVehicleEF	UBUS	1.2300e-003	0.00
tblVehicleEF	UBUS	1.2300e-003	0.00
tblVehicleEF	UBUS	1.2300e-003	0.00
tblVehicleTrips	ST_TR	1.49	0.00

tblVehicleTrips	SU_TR	0.62	0.00
tblVehicleTrips	WD_TR	3.82	160.00

2.0 Operational Detail - Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	17.8335	21.2220	94.3053	0.0505	1.1241	0.3410	1.4651	0.3083	0.3125	0.6208		4,997.0807	4,997.0807	0.0455		4,998.0352
Unmitigated	17.8335	21.2220	94.3053	0.0505	1.1241	0.3410	1.4651	0.3083	0.3125	0.6208		4,997.0807	4,997.0807	0.0455		4,998.0352

2.1 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Manufacturing	160.00	0.00	0.00	333,658	333,658
Total	160.00	0.00	0.00	333,658	333,658

2.2 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Manufacturing	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3

2.3 Fleet Mix

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	1.000000	0.000000	0.000000	0.000000	0.000000	0.000000

Fruit Growers Supply Company Sawmill Project - Operational Equipment Siskiyou County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Manufacturing	1.00	1000sqft	0.02	1,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	85
Climate Zone	14	Operational Year			2015

1.3 User Entered Comments & Non-Default Data

Operational Off-Road Equipment - Operational off-road equipment per project applicant

Table Name	Column Name	Default Value	New Value
tblOperationalOffRoadEquipment	OperLoadFactor	0.37	0.37
tblOperationalOffRoadEquipment	OperLoadFactor	0.20	0.20
tblOperationalOffRoadEquipment	OperLoadFactor	0.37	0.37
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	2.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	1.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	1.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	1.00
tblProjectCharacteristics	OperationalYear	2014	2015

2.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Tractors/Loaders/Backhoes	2	8.00	260	97	0.37	Diesel
Forklifts	1	8.00	260	89	0.20	Diesel
Tractors/Loaders/Backhoes	1	8.00	260	97	0.37	Diesel
Dumpers/Tenders	1	8.00	260	16	0.38	Diesel

UnMitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Forklifts	0.2425	2.0826	1.2821	1.5300e-003		0.1750	0.1750		0.1610	0.1610		161.1686	161.1686	0.0481		162.1790
Tractors/Loaders/Backhoes	1.0767	10.2547	7.2473	9.3100e-003		0.8026	0.8026		0.7384	0.7384		978.4800	978.4800	0.2921		984.6145
Dumpers/Tenders	0.0746	0.4720	0.2520	7.5000e-004		0.0201	0.0201		0.0201	0.0201		60.9403	60.9403	6.6500e-003		61.0799
Total	1.3938	12.8094	8.7814	0.0116		0.9976	0.9976		0.9194	0.9194		1,200.5889	1,200.5889	0.3469		1,207.8734

Fruit Growers Supply Company Sawmill Project - Operational Equipment Siskiyou County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Manufacturing	1.00	1000sqft	0.02	1,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	85
Climate Zone	14	Operational Year			2015

1.3 User Entered Comments & Non-Default Data

Operational Off-Road Equipment - Operational off-road equipment per project applicant

Table Name	Column Name	Default Value	New Value
tblOperationalOffRoadEquipment	OperLoadFactor	0.37	0.37
tblOperationalOffRoadEquipment	OperLoadFactor	0.20	0.20
tblOperationalOffRoadEquipment	OperLoadFactor	0.37	0.37
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	2.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	1.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	1.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	1.00
tblProjectCharacteristics	OperationalYear	2014	2015

2.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Tractors/Loaders/Backhoes	2	8.00	260	97	0.37	Diesel
Forklifts	1	8.00	260	89	0.20	Diesel
Tractors/Loaders/Backhoes	1	8.00	260	97	0.37	Diesel
Dumpers/Tenders	1	8.00	260	16	0.38	Diesel

UnMitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Forklifts	0.2425	2.0826	1.2821	1.5300e-003		0.1750	0.1750		0.1610	0.1610		161.1686	161.1686	0.0481		162.1790
Tractors/Loaders/Backhoes	1.0767	10.2547	7.2473	9.3100e-003		0.8026	0.8026		0.7384	0.7384		978.4800	978.4800	0.2921		984.6145
Dumpers/Tenders	0.0746	0.4720	0.2520	7.5000e-004		0.0201	0.0201		0.0201	0.0201		60.9403	60.9403	6.6500e-003		61.0799
Total	1.3938	12.8094	8.7814	0.0116		0.9976	0.9976		0.9194	0.9194		1,200.5889	1,200.5889	0.3469		1,207.8734

APPENDIX B: GREENHOUSE GASES

Fruit Growers Supply Company Sawmill Project - Construction Siskiyou County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	12.00	1000sqft	0.28	12,000.00	0
Manufacturing	50.00	1000sqft	1.15	50,000.00	0
Parking Lot	45.00	Space	0.41	18,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	85
Climate Zone	14	Operational Year		2015	

1.3 User Entered Comments & Non-Default Data

Construction Phase - Structures are pre-fabricated.

Grading - Project site is 79 acres

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	200.00	90.00
tblConstructionPhase	NumDays	4.00	30.00
tblGrading	AcresOfGrading	11.25	70.00
tblProjectCharacteristics	OperationalYear	2014	2015

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2015	0.3027	1.4787	1.3288	1.6000e-003	0.1277	0.0922	0.2198	0.0488	0.0878	0.1366	0.0000	138.1820	138.1820	0.0291	0.0000	138.7928
Total	0.3027	1.4787	1.3288	1.6000e-003	0.1277	0.0922	0.2198	0.0488	0.0878	0.1366	0.0000	138.1820	138.1820	0.0291	0.0000	138.7928

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2015	0.3025	1.4770	1.3276	1.6000e-003	0.1277	0.0920	0.2197	0.0488	0.0877	0.1365	0.0000	138.0488	138.0488	0.0291	0.0000	138.6589
Total	0.3025	1.4770	1.3276	1.6000e-003	0.1277	0.0920	0.2197	0.0488	0.0877	0.1365	0.0000	138.0488	138.0488	0.0291	0.0000	138.6589

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.0793	0.1123	0.0850	0.0000	0.0000	0.1194	0.0500	0.0000	0.1138	0.0732	0.0000	0.0964	0.0964	0.1375	0.0000	0.0965

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/29/2015	1/30/2015	5	2	
2	Grading	Grading	1/31/2015	3/13/2015	5	30	
3	Building Construction	Building Construction	3/14/2015	7/17/2015	5	90	
4	Paving	Paving	7/18/2015	7/31/2015	5	10	

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	6.00	226	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Site Preparation	Graders	1	8.00	174	0.41
Paving	Pavers	1	6.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Grading	Rubber Tired Dozers	1	6.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	174	0.41
Paving	Paving Equipment	1	8.00	130	0.36
Site Preparation	Rubber Tired Dozers	1	7.00	255	0.40
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	34.00	13.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2015

Unmitigated Construction On-Site

Acres of Grading: 1

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.8000e-003	0.0000	5.8000e-003	2.9500e-003	0.0000	2.9500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.5400e-003	0.0269	0.0170	2.0000e-005		1.4700e-003	1.4700e-003		1.3500e-003	1.3500e-003	0.0000	1.6345	1.6345	4.9000e-004	0.0000	1.6448
Total	2.5400e-003	0.0269	0.0170	2.0000e-005	5.8000e-003	1.4700e-003	7.2700e-003	2.9500e-003	1.3500e-003	4.3000e-003	0.0000	1.6345	1.6345	4.9000e-004	0.0000	1.6448

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-004	9.0000e-005	8.8000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0654	0.0654	1.0000e-005	0.0000	0.0655
Total	2.7000e-004	9.0000e-005	8.8000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0654	0.0654	1.0000e-005	0.0000	0.0655

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.8000e-003	0.0000	5.8000e-003	2.9500e-003	0.0000	2.9500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.5300e-003	0.0269	0.0170	2.0000e-005		1.4700e-003	1.4700e-003		1.3500e-003	1.3500e-003	0.0000	1.6326	1.6326	4.9000e-004	0.0000	1.6428
Total	2.5300e-003	0.0269	0.0170	2.0000e-005	5.8000e-003	1.4700e-003	7.2700e-003	2.9500e-003	1.3500e-003	4.3000e-003	0.0000	1.6326	1.6326	4.9000e-004	0.0000	1.6428

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-004	9.0000e-005	8.8000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0654	0.0654	1.0000e-005	0.0000	0.0655
Total	2.7000e-004	9.0000e-005	8.8000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0654	0.0654	1.0000e-005	0.0000	0.0655

3.3 Grading - 2015

Unmitigated Construction On-Site

Acres of Grading: 70

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1049	0.0000	0.1049	0.0413	0.0000	0.0413	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0310	0.3292	0.2114	2.1000e-004		0.0180	0.0180		0.0165	0.0165	0.0000	20.1368	20.1368	6.0100e-003	0.0000	20.2630
Total	0.0310	0.3292	0.2114	2.1000e-004	0.1049	0.0180	0.1228	0.0413	0.0165	0.0578	0.0000	20.1368	20.1368	6.0100e-003	0.0000	20.2630

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0500e-003	1.3100e-003	0.0131	1.0000e-005	9.4000e-004	1.0000e-005	9.5000e-004	2.5000e-004	1.0000e-005	2.6000e-004	0.0000	0.9808	0.9808	9.0000e-005	0.0000	0.9827
Total	4.0500e-003	1.3100e-003	0.0131	1.0000e-005	9.4000e-004	1.0000e-005	9.5000e-004	2.5000e-004	1.0000e-005	2.6000e-004	0.0000	0.9808	0.9808	9.0000e-005	0.0000	0.9827

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1049	0.0000	0.1049	0.0413	0.0000	0.0413	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0310	0.3288	0.2111	2.1000e-004		0.0179	0.0179		0.0165	0.0165	0.0000	20.1128	20.1128	6.0000e-003	0.0000	20.2389
Total	0.0310	0.3288	0.2111	2.1000e-004	0.1049	0.0179	0.1228	0.0413	0.0165	0.0578	0.0000	20.1128	20.1128	6.0000e-003	0.0000	20.2389

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0500e-003	1.3100e-003	0.0131	1.0000e-005	9.4000e-004	1.0000e-005	9.5000e-004	2.5000e-004	1.0000e-005	2.6000e-004	0.0000	0.9808	0.9808	9.0000e-005	0.0000	0.9827
Total	4.0500e-003	1.3100e-003	0.0131	1.0000e-005	9.4000e-004	1.0000e-005	9.5000e-004	2.5000e-004	1.0000e-005	2.6000e-004	0.0000	0.9808	0.9808	9.0000e-005	0.0000	0.9827

3.4 Building Construction - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1620	0.9704	0.6752	9.9000e-004		0.0668	0.0668		0.0646	0.0646	0.0000	83.9174	83.9174	0.0194	0.0000	84.3239
Total	0.1620	0.9704	0.6752	9.9000e-004		0.0668	0.0668		0.0646	0.0646	0.0000	83.9174	83.9174	0.0194	0.0000	84.3239

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0414	0.0605	0.1907	1.3000e-004	3.5900e-003	1.2400e-003	4.8200e-003	1.0100e-003	1.1300e-003	2.1500e-003	0.0000	12.1393	12.1393	1.2000e-004	0.0000	12.1418
Worker	0.0517	0.0167	0.1675	1.6000e-004	0.0119	1.9000e-004	0.0121	3.1800e-003	1.7000e-004	3.3500e-003	0.0000	12.5057	12.5057	1.1300e-003	0.0000	12.5294
Total	0.0931	0.0772	0.3582	2.9000e-004	0.0155	1.4300e-003	0.0169	4.1900e-003	1.3000e-003	5.5000e-003	0.0000	24.6450	24.6450	1.2500e-003	0.0000	24.6712

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1618	0.9692	0.6744	9.9000e-004		0.0668	0.0668		0.0645	0.0645	0.0000	83.8176	83.8176	0.0193	0.0000	84.2236
Total	0.1618	0.9692	0.6744	9.9000e-004		0.0668	0.0668		0.0645	0.0645	0.0000	83.8176	83.8176	0.0193	0.0000	84.2236

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0414	0.0605	0.1907	1.3000e-004	3.5900e-003	1.2400e-003	4.8200e-003	1.0100e-003	1.1300e-003	2.1500e-003	0.0000	12.1393	12.1393	1.2000e-004	0.0000	12.1418
Worker	0.0517	0.0167	0.1675	1.6000e-004	0.0119	1.9000e-004	0.0121	3.1800e-003	1.7000e-004	3.3500e-003	0.0000	12.5057	12.5057	1.1300e-003	0.0000	12.5294
Total	0.0931	0.0772	0.3582	2.9000e-004	0.0155	1.4300e-003	0.0169	4.1900e-003	1.3000e-003	5.5000e-003	0.0000	24.6450	24.6450	1.2500e-003	0.0000	24.6712

3.5 Paving - 2015

Unmitigated Construction On-Site

Acres of Paving: 0

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.0200e-003	0.0730	0.0459	7.0000e-005		4.4600e-003	4.4600e-003		4.1100e-003	4.1100e-003	0.0000	6.2708	6.2708	1.8400e-003	0.0000	6.3094
Paving	5.4000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	7.5600e-003	0.0730	0.0459	7.0000e-005		4.4600e-003	4.4600e-003		4.1100e-003	4.1100e-003	0.0000	6.2708	6.2708	1.8400e-003	0.0000	6.3094

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-003	7.1000e-004	7.1200e-003	1.0000e-005	5.1000e-004	1.0000e-005	5.1000e-004	1.3000e-004	1.0000e-005	1.4000e-004	0.0000	0.5313	0.5313	5.0000e-005	0.0000	0.5323
Total	2.2000e-003	7.1000e-004	7.1200e-003	1.0000e-005	5.1000e-004	1.0000e-005	5.1000e-004	1.3000e-004	1.0000e-005	1.4000e-004	0.0000	0.5313	0.5313	5.0000e-005	0.0000	0.5323

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.0100e-003	0.0729	0.0458	7.0000e-005		4.4500e-003	4.4500e-003		4.1000e-003	4.1000e-003	0.0000	6.2633	6.2633	1.8400e-003	0.0000	6.3019
Paving	5.4000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	7.5500e-003	0.0729	0.0458	7.0000e-005		4.4500e-003	4.4500e-003		4.1000e-003	4.1000e-003	0.0000	6.2633	6.2633	1.8400e-003	0.0000	6.3019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-003	7.1000e-004	7.1200e-003	1.0000e-005	5.1000e-004	1.0000e-005	5.1000e-004	1.3000e-004	1.0000e-005	1.4000e-004	0.0000	0.5313	0.5313	5.0000e-005	0.0000	0.5323
Total	2.2000e-003	7.1000e-004	7.1200e-003	1.0000e-005	5.1000e-004	1.0000e-005	5.1000e-004	1.3000e-004	1.0000e-005	1.4000e-004	0.0000	0.5313	0.5313	5.0000e-005	0.0000	0.5323

Fruit Growers Supply Company Sawmill Project - Employee & Visitor Trips Siskiyou County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Manufacturing	1.00	1000sqft	0.02	1,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	85
Climate Zone	14	Operational Year		2015	

1.3 User Entered Comments & Non-Default Data

Vehicle Trips - Trips per subsection 16

Table Name	Column Name	Default Value	New Value
tblProjectCharacteristics	OperationalYear	2014	2015
tblVehicleTrips	ST_TR	1.49	0.00
tblVehicleTrips	SU_TR	0.62	0.00
tblVehicleTrips	WD_TR	3.82	170.00

2.0 Emissions Summary

2.1 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mobile	0.9002	0.9000	3.6546	3.0400e-003	0.1340	0.0130	0.1470	0.0363	0.0119	0.0482	0.0000	258.5529	258.5529	0.0119	0.0000	258.8019

3.0 Operational Detail - Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.9002	0.9000	3.6546	3.0400e-003	0.1340	0.0130	0.1470	0.0363	0.0119	0.0482	0.0000	258.5529	258.5529	0.0119	0.0000	258.8019
Unmitigated	0.9002	0.9000	3.6546	3.0400e-003	0.1340	0.0130	0.1470	0.0363	0.0119	0.0482	0.0000	258.5529	258.5529	0.0119	0.0000	258.8019

3.1 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Manufacturing	170.00	0.00	0.00	354,512	354,512
Total	170.00	0.00	0.00	354,512	354,512

3.2 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Manufacturing	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3

3.3 Fleet Mix

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.281054	0.095738	0.151657	0.138591	0.099170	0.010531	0.010363	0.197103	0.002398	0.001230	0.006169	0.001757	0.004239

Fruit Growers Supply Company Sawmill Project - Electricity Consumption Siskiyou County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Manufacturing	62.00	1000sqft	1.42	62,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	85
Climate Zone	14			Operational Year	2014
CO2 Intensity (lb/MWhr)	641.35	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Energy Use - KVA = 5,150 per project applicant. Assume 0.9 power factor to get KWhr of 4,635. $4,635/2,000 = 2.31$

Table Name	Column Name	Default Value	New Value
tblEnergyUse	NT24E	1.85	2.31
tblEnergyUse	T24E	0.76	2.31

2.0 Energy Detail

Historical Energy Use: N

2.1 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Manufacturing	417880	121.5661	5.5000e-003	1.1400e-003	122.0341
Total		121.5661	5.5000e-003	1.1400e-003	122.0341

Fruit Growers Supply Company Sawmill Project - Office Electricity Consumption Siskiyou County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	6.00	1000sqft	0.14	6,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	85
Climate Zone	14			Operational Year	2014
CO2 Intensity (lb/MWhr)	641.35	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

2.0 Energy Detail

2.1 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	74100	21.5565	9.7000e-004	2.0000e-004	21.6395
Total		21.5565	9.7000e-004	2.0000e-004	21.6395

Fruit Growers Supply Company Sawmill Project - Operational Equipment Siskiyou County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Manufacturing	1.00	1000sqft	0.02	1,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	85
Climate Zone	14	Operational Year			2015

1.3 User Entered Comments & Non-Default Data

Operational Off-Road Equipment - Operational off-road equipment per project applicant

Table Name	Column Name	Default Value	New Value
tblOperationalOffRoadEquipment	OperLoadFactor	0.37	0.37
tblOperationalOffRoadEquipment	OperLoadFactor	0.20	0.20
tblOperationalOffRoadEquipment	OperLoadFactor	0.37	0.37
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	2.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	1.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	1.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	1.00
tblProjectCharacteristics	OperationalYear	2014	2015

2.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Tractors/Loaders/Backhoes	2	8.00	260	97	0.37	Diesel
Forklifts	1	8.00	260	89	0.20	Diesel
Tractors/Loaders/Backhoes	1	8.00	260	97	0.37	Diesel
Dumpers/Tenders	1	8.00	260	16	0.38	Diesel

UnMitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Forklifts	0.0315	0.2707	0.1667	2.0000e-004		0.0227	0.0227		0.0209	0.0209	0.0000	19.0073	19.0073	5.6700e-003	0.0000	19.1264
Tractors/Loaders/Backhoes	0.1400	1.3331	0.9422	1.2100e-003		0.1043	0.1043		0.0960	0.0960	0.0000	115.3961	115.3961	0.0345	0.0000	116.1195
Dumpers/Tenders	9.7000e-003	0.0614	0.0328	1.0000e-004		2.6100e-003	2.6100e-003		2.6100e-003	2.6100e-003	0.0000	7.1869	7.1869	7.8000e-004	0.0000	7.2034
Total	0.1812	1.6652	1.1416	1.5100e-003		0.1297	0.1297		0.1195	0.1195	0.0000	141.5903	141.5903	0.0409	0.0000	142.4494

Fruit Growers Supply Company Sawmill Project - Water & Solid Waste Siskiyou County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Manufacturing	1.00	1000sqft	0.02	1,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	85
Climate Zone	14	Operational Year			2015

1.3 User Entered Comments & Non-Default Data

Water And Wastewater - Water use per Initial Study subsection 17

Solid Waste - Solid waste generation rate per Initial Study subsection 17

Table Name	Column Name	Default Value	New Value
tblProjectCharacteristics	OperationalYear	2014	2015
tblSolidWaste	SolidWasteGenerationRate	1.24	65.00
tblWater	IndoorWaterUseRate	231,250.00	3,679,200.00

2.0 Emissions Summary

2.1 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Waste						0.0000	0.0000		0.0000	0.0000	13.1944	0.0000	13.1944	0.7798	0.0000	29.5695
Water						0.0000	0.0000		0.0000	0.0000	1.1672	5.7915	6.9588	0.1202	2.8800e-003	10.3762

3.0 Water Detail

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	6.9588	0.1201	2.8800e-003	10.3744
Unmitigated	6.9588	0.1202	2.8800e-003	10.3762

3.1 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Manufacturing	3.6792 / 0	6.9588	0.1202	2.8800e-003	10.3762
Total		6.9588	0.1202	2.8800e-003	10.3762

4.0 Waste Detail

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	13.1944	0.7798	0.0000	29.5695
Unmitigated	13.1944	0.7798	0.0000	29.5695

4.1 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Manufacturing	65	13.1944	0.7798	0.0000	29.5695
Total		13.1944	0.7798	0.0000	29.5695