CITY OF YREKA

YREKA TRACTOR SUPPLY PROJECT

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Prepared for:

CITY OF YREKA
701 FOURTH STREET
YREKA, CA 96097

Prepared by:

PMC®
140 INDEPENDENCE CIRCLE, SUITE C
CHICO, CA 95973

NOVEMBER 2013

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TABLES

FIGURES

1.0 Introduction

1.1 INTRODUCTION AND REGULATORY GUIDANCE

This document is an Initial Study, with supporting analysis, which concludes that a Mitigated Negative Declaration is the appropriate California Environmental Quality Act (CEQA) document for the Yreka Tractor Supply Project. This Mitigated Negative Declaration has been prepared in accordance with CEQA, 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 if 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 that 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 Yreka Tractor Supply Project.

1.3 PURPOSE AND DOCUMENT ORGANIZATION

The purpose of this Initial Study is to evaluate the potential environmental impacts of the proposed Yreka Tractor Supply 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, 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. There are eighteen environmental issue subsections within Section 4.0, including CEQA Mandatory Findings of Significance. The environmental issue subsections, numbered 1 through 18, consist of the following:

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

2.0 PROJECT INFORMATION

1. **Project title:** Yreka Tractor Supply 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 located in Yreka in Siskiyou County, California. The project area, which totals approximately 3 acres, is situated on Assessor's Parcel Number (APN) 062-011-430, in Section 34 of Township 45 North, Range 7 West of the Mount Diablo Meridian (Latitude 41°42'45.44"N, Longitude 122°38'31.65"W). (See **Figure 3.0-1** for project location.) The project address is 1455 S. Main Street.

5. **Project sponsor's name and address:** City of Yreka
701 Fourth Street
Yreka, CA 96097

6. **General Plan designation:** General Commercial (GC)

7. **Zoning:** Commercial Highway (CH)

8. **Description of project:** The proposed project entails the development of a 19,028-square-foot building and screened outdoor sales area to accommodate an agricultural equipment sales and rental business. Access to the project site is proposed to be provided with three driveway entrances, one on Greenhorn Road at the southeast corner of the site and two on S. Main Street (State Route 3).

   The proposed business would operate with 84 parking spaces and would also include a loading dock at the rear of the building (see **Figure 3.0-2**). Stormwater retention areas are proposed to be located at both the northeast and southeast corners of the site in order to accommodate stormwater flows, and the project proposes to connect to existing City facilities for the provision of water and wastewater service.

9. **Surrounding land uses and setting:** The project area, which consists of vacant land nearly devoid of vegetation, is bordered by existing commercial land uses and vacant land as well as by S. Main Street (State Route 3) to the east and Interstate 5 beyond.

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

- California Department of Transportation (Caltrans)
- North Coast Regional Water Quality Control Board (RWQCB)
- Siskiyou County Air Pollution Control District (SCAPCD)

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.

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

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	Date
Steve Baker Printed Name	City of Yreka Lead Agency
City Manager Title	

3.0 PROJECT DESCRIPTION

3.1 PROJECT LOCATION

The proposed project is located in 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 site, which totals approximately 3 acres, is located on the northwest corner of S. Main Street (State Route 3) and Greenhorn Road on Siskiyou County Assessor's Parcel Number (APN) 062-011-200. This corresponds with Section 34 of Township 45 North, Range 7 West of the Mount Diablo Meridian (Latitude: 41°42'45.44"N; Longitude: 122°38'31.65"W). The address of the project is 1455 S. Main Street. (See **Figure 3.0-1, Project Location**.)

3.2 PROJECT SETTING

The proposed project site is vacant and nearly devoid of vegetation located approximately 100 feet west of Interstate 5 and immediately adjacent to State Route 3/South Main Street. The site has been previously used to house road maintenance equipment for Siskiyou County. The project's surrounding vicinity is urban and consists of vacant lands and commercial buildings. To the north of the project site is an existing chainsaw/small equipment supply and repair business, and to the south, across Greenhorn Road, sits a vacant building with undeveloped lands and an automobile dealership beyond. There is an existing commercial carwash to the southwest of the project site and undeveloped lands to the west. The Greenhorn Reservoir lies approximately .4 mile southwest of the site.

The project site has a City General Plan designation of General Commercial, which, as defined by the General Plan, is a designation to accommodate larger commercial buildings located on parcels that can accommodate parking. Buildings are typically stand-alone and oriented more to vehicles than pedestrians. The project site is zoned Commercial Highway. This zone district is intended to serve as the commercial land use zone district for areas outside of the commercial downtown district. Located along major roadways, this zone district provides a variety of commercial uses. Large equipment sales and service are allowed in this zone district with a conditional use permit.

3.3 PROJECT OVERVIEW

The proposed project includes the development of a 19,028-square-foot building and screened outdoor sales area to accommodate an agricultural equipment sales and rental business. The screened outdoor sales area would span approximately 15,320 square feet. The proposed project would operate with 84 parking spaces. A customer loading area is proposed to be located at the north end of the property (at the rear of the proposed building and outdoor sales area), with direct access onto S. Main Street. (See **Figure 3.0-2, Site Plan.**) The site would be fully landscaped with perimeter landscaping on all sides of the site as well as parking lot landscaping, in compliance with City landscape standards.

Access to the project site would be provided via three driveway entrances: one new driveway on Greenhorn Road at the southwest corner of the site and one new driveway on State Route 3/S. Main Street. There are currently two existing access points to the site off State Route 3/S. Main Street, one of which would be moved to the southeast corner of the site.

Currently, stormwater sheet flows enter the project site from the adjacent property to the west. Stormwater detention areas are proposed to be located at both the northeast and southeast corners of the site in order to accommodate stormwater flows. Stormwater would be metered into the existing storm drain system at a rate that does not exceed the existing stormwater

outflow rates. The project proposes to connect to existing City facilities for the provision of water and wastewater service.

The eastern portion of the property is located within a floodplain as designated by the Federal Emergency Management Agency (FEMA). However, the proposed building is located out of the floodplain, with the exception of the southeast corner. The portion of the building within the floodplain is proposed to be elevated 2 feet above the floodplain elevation.

3.4 PROJECT CONSTRUCTION

CONSTRUCTION TIMING

For the purposes of this analysis, it is assumed that construction will begin during the 2014 construction year and be completed by 2015. However, construction can be accelerated or delayed based on design progress, environmental conditions, available funding, weather, or other factors.

3.5 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 stormwater pollution and prevention plan (SWPPP), as well as prohibitions on the release of oils, grease, or other hazardous materials.

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

A portion of the proposed project would be located within a California Department of Transportation right-of-way for State Route 3 (S. Main Street). The project applicant will be required to obtain an encroachment permit from Caltrans prior to any work within the Caltrans right-of-way.

SISKIYOU COUNTY AIR POLLUTION CONTROL DISTRICT (SCAPCD)

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

T:_CS\Work\Yreka, City of\Tractor Supply Company\Figures

Source: Google Earth

Not to Scale

N

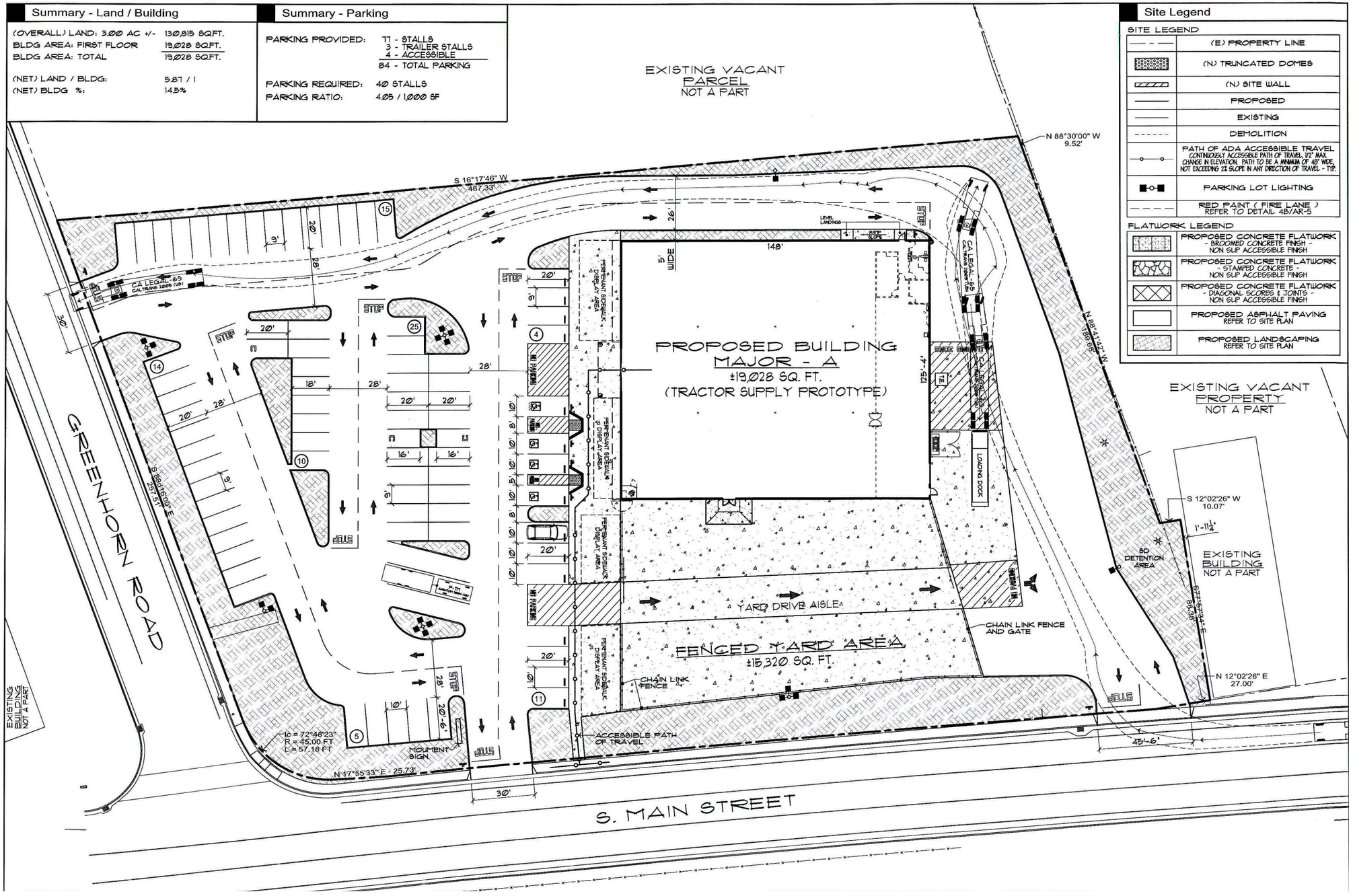
Figure 3.0-1
Project Location

PMC

T:_CS\Work\Yelka, City of\Tractor Supply Company\Figures

Summary - Land / Building	
(OVERALL) LAND: 3.00 AC +/-	130,815 SQ.FT.
BLDG AREA: FIRST FLOOR	19,028 SQ.FT.
BLDG AREA: TOTAL	19,028 SQ.FT.
(NET) LAND / BLDG:	5.87 / 1
(NET) BLDG %:	14.5%

Summary - Parking	
PARKING PROVIDED:	77 - STALLS 3 - TRAILER STALLS 4 - ACCESSIBLE 84 - TOTAL PARKING
PARKING REQUIRED:	40 STALLS
PARKING RATIO:	4.05 / 1,000 SF



Site Legend	
SITE LEGEND	
	(E) PROPERTY LINE
	(N) TRUNCATED DOMES
	(N) SITE WALL
	PROPOSED
	EXISTING
	DEMOLITION
	PATH OF ADA ACCESSIBLE TRAVEL CONTINUOUSLY ACCESSIBLE PATH OF TRAVEL, 1/2" MAX. CHANGE IN ELEVATION, PATH TO BE A MINIMUM OF 48" WIDE NOT EXCEEDING 2% SLOPE IN ANY DIRECTION OF TRAVEL - TYP.
	PARKING LOT LIGHTING
	RED PAINT (FIRE LANE) REFER TO DETAIL 4B/AR-5
FLATWORK LEGEND	
	PROPOSED CONCRETE FLATWORK - BROOMED CONCRETE FINISH - NON SLIP ACCESSIBLE FINISH
	PROPOSED CONCRETE FLATWORK - STAMPED CONCRETE - NON SLIP ACCESSIBLE FINISH
	PROPOSED CONCRETE FLATWORK - DIAGONAL SCORES & JOINTS - NON SLIP ACCESSIBLE FINISH
	PROPOSED ASPHALT PAVING REFER TO SITE PLAN
	PROPOSED LANDSCAPING REFER TO SITE PLAN

Source: SGA Architect

0 40 80
FEET

N

Figure 3.0-2
Project Site Plan

3.6 RELATIONSHIP OF PROJECT TO OTHER PLANS

CITY OF YREKA GENERAL PLAN

The proposed project will be located entirely within Yreka. The City of Yreka General Plan was updated in 2002–2003 and adopted by the City Council on December 18, 2003. The City of Yreka General Plan is the fundamental document governing land use development in the incorporated areas of the city. The General Plan 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.

CITY OF YREKA ZONING CODE

The project site is regulated by Chapter 16.36, Commercial Highway (CH), of the City of Yreka Zoning Code. According to the City Zoning Code, the Commercial Highway zone district is intended to serve as the commercial land use zone district for areas outside of the commercial downtown district. Located along major roadways, this district is intended to provide a variety of commercial uses. The minimum allowed parcel size equals 7,000 square feet and the maximum coverage allowed is 100 percent, subject to setback landscape and parking requirements. Setback requirements include the spacing of 20 feet in the front, 10 feet in the rear, and 10 feet on the side. The maximum building height allowed in the Commercial Highway zone district is 35 feet.

CITY OF YREKA FLOOD DAMAGE PREVENTION ORDINANCE

The project will be subject to the City's Flood Damage Prevention Ordinance (Chapter 11.34 of the City of Yreka Municipal Code), which regulates improvements in flood zones. Portions of the proposed project are located in Flood Zones X and AO, and the design of the project will need to comply with the requirements of the ordinance.

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?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

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 3, and State Route 263).

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

The project site is 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 elevated in the vicinity of the project site, and 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 site is located just west of Interstate 5 and S. Main Street in the southern portion of Yreka. The project's surrounding vicinity is urban and consists of vacant lands and a scattering of commercial buildings. The project site does not contain unique visual features that would distinguish it from surrounding areas nor is it located within a designated scenic vista. In addition, there are no distinct or distinguishing rock features on the project site. The project proposes a maximum building height of 30 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 vacant land, 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 within a designated scenic highway.

c) *Less Than Significant Impact*. The project site is located in the southern portion of the city and is bounded by a combination of vacant lands designated for commercial land uses and a scattering of existing commercial buildings. The project site is vacant, contains no significant scenic resources, and is designated and zoned for commercial land uses by the City General Plan. The proposed project would be required to comply with development review guidelines mandated under City Municipal Code Chapters 15.32 and 16.36, 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*. 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, one illuminated sign, building windows, and reflective building materials. The introduction of new sources of light and glare may contribute to nighttime light pollution and result in impacts to nighttime views in the area. Adherence to City Municipal Code Chapter 13.10, General Standards, which requires that all electric signs and outline lighting in Yreka comply with Article 600 of the current edition of the California Building Code, in addition to the requirement that a building permit and approval by the Building Official is obtained prior to the installation of any electrical sign or outdoor lighting, would reduce potential impacts to a level that is considered less than significant.

MITIGATION MEASURES

None required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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:				
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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forestland or conversion of forestland to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forestland to non-forest use?	☐	☐	☐	☒

SETTING

The project is located entirely within Yreka. While there is some agricultural activity, such as grazing and hay production, located along the periphery of the city, there are no commercial agricultural operations within or adjacent to the project area, and the site has not been used for commercial grazing activities in the last 50 years. The entirety of the project site is highly disturbed due to previous land use activities associated with the housing of road construction equipment and is not used for, nor has the site been used for in the recent past, any agriculturally related production or use.

Further, there are no Williamson Act or Timber Preserve contracted lands within or adjacent to the project site, and the site has been zoned Commercial Highway by the City.

DISCUSSION OF IMPACTS

a) *No Impact*. As identified on the 2010 Siskiyou County Important Farmland Map published by the California Department of Conservation's (2010) Farmland Mapping and Monitoring

Program, none of the land in the project area is considered Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

b) *No Impact*. No project components are located on lands with a Williamson Act contract or adjacent to lands zoned for agricultural use.

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. Further, the site is not zoned for either of these uses and is not located adjacent to any other parcels with an agricultural zoning designation or forestlands.

MITIGATION MEASURES

None required.

	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?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
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)?	☐	☐	☐	☒
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

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 and does not have in place a land use that produces emissions or emits air quality–impacting emissions.

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, carbon monoxide, nitrogen dioxide, sulfur dioxide, lead, and suspended particulate matter. 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 as well as those regulated by the federal standards. When the

concentrations of pollutants are below the maximum allowed standards within an area, that area is considered to be in attainment of the standards. Yreka has been designated as an attainment area for all of the 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. Implementation of the proposed project would result in the temporary generation of emissions. 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 Siskiyou County APCD has no established thresholds under CEQA for the assessment of air quality impacts, the Shasta County Air Quality Management District's (SCAQMD) 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 2-1 adopted by the Air Pollution Control Board in 1993 as required by the California Clean Air Act. The thresholds of significance are summarized in **Table 4.3-1**.

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

Threshold	Emissions (lbs/day)		
	Nitrogen Oxides	Reactive Organic Gas	Particulate Matter (PM_{10})
Level A Thresholds	25	25	80
Level B Thresholds	137	137	137

The Siskiyou County AQMD does not have adopted Thresholds of Significance. Proxy thresholds from the Shasta County AQMD were used to facilitate the analysis for this section as described above.

Source: Shasta County AQMD, undated.

If a project has emissions that exceed the Level A thresholds, the project applicant must apply all feasible mitigation measures for construction and/or operation from the lists of recommended Standard Mitigation Measures (SMMs) and appropriate best available mitigation measures (BAMMs) as determined by the City. The appropriate type and number of BAMMs applied to a project are based on the unique characteristics of the project, and BAMMs would be selected from a list of measures kept updated by the SCAQMD.

If a project has emissions that exceed the Level B thresholds, the project applicant must apply special BAMMs, in addition to the required SMMs and BAMMs. If application of these procedures results in reducing a project's emissions to a level below the threshold of 137 pounds per day for the ozone precursor pollutants, reactive organic gases (ROG) and nitrogen oxide (NO_x), as well as particulate matter (PM_{10}), an environmental determination of a mitigated negative declaration can be made, assuming other project impacts do not require more extensive environmental review. If, however, project emissions are still in excess of the Level B category, project emissions are considered to be significant and emissions offsets are required.

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

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

	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_x)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Proposed Project	14.15	20.07	2.83	0.93
Level A/B Thresholds	**25/137**	**25/137**	**80/137**	**None**
Exceed Threshold?	**No/No**	**No/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*. Because Siskiyou County is in attainment or is identified as unclassified for all monitored air quality standards, no 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 nearest residential uses are two mobile home parks located over 1,400 feet to the west and east of the project site. While the project may result in minor dust and diesel emissions in the vicinity during construction activities, as noted in Response 4.3(b) above, implementation of mitigation measure **MM 4.3.1** would reduce the project's particulate matter emissions to a negligible level, considered 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 commonly include wastewater treatment facilities, landfill disposal facilities, food processing facilities, agricultural activities, and various industrial activities (e.g., petroleum refineries, chemical and fiberglass manufacturing, painting/coating operations, feed lots/dairies, composting facilities, landfills, and transfer stations).

The project may result in temporary and localized odors associated with the demonstration of diesel-powered equipment. However, any such odors would be temporary and will 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*

	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?	☐	☐	☒	☐
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
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?	☐	☐	☐	☒

SETTING

The project site is located in the developed portion of Yreka on a previously disturbed site having no vegetation or topographical features. The project site is a disturbed gravel and dirt lot lacking any drainage features or natural variations and is surrounded by improved streets and urban infrastructure. While the project itself is devoid of any natural habitat, forage, or shelter features of biological resources, Yreka is surrounded by habitat supporting a robust local deer herd. The local 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 on Miner Street in downtown Yreka.) Easy access to the mountains to the west gives these herds a range of habitat options.

The United States Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (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 consists of a vacant lot that is virtually devoid of any vegetation. The site has been highly disturbed, as it has been previously used to house heavy-duty road maintenance equipment. As the project site has been fully disturbed, it does not contain habitat suitable for special-status species. This impact is less than significant.

b) *No Impact*. The project area consists of vacant lands immediately adjacent to roadways and as previously described. The entirety of the site has been heavily disturbed and provides no habitat value. As the project site has been fully disturbed, it does not contain riparian habitat or other sensitive natural community.

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 vicinity of the project area and are likely to pass through the project area as well. The project area is situated in an urban setting approximately 100 feet from Interstate 5, which has fairly consistent heavy 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 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, and no mitigation is proposed.

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, and no mitigation is proposed.

MITIGATION MEASURES

None required.

	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?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	☐	☒	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

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 gravel and dirt parcel occurring within the urbanized area of Yreka. The prior use of the site as a roadway maintenance yard involved activities whereby heavy equipment was used to move, load, and handle aggregate and road base material; heavy trucks were used to transport road construction materials; land scrapers and front-loaders were used; and subsurface excavation activities related to fuel storage and fluids storage occurred. 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 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, ground disturbance

has 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, 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*

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

MM 4.5.2 If, during the course of project implementation, 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*

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

MM 4.5.3 If, during the course of project implementation, 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*

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

	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.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☐	☒

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/State Route 3 junction. None of these faults have shown evidence of any activity within the last 1.6 million years. The nearest recently active fault 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 2012).

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.

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 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 30 miles to the east, near Butte Valley. The California Geologic 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.

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. The project would be required to prepare a stormwater pollution prevention plan (SWPPP) in order to comply with the Regional Water Quality Control Board's (RWQCB) General Construction Storm Water Permit. The SWPPP will identify best management practices (BMPs) to be implemented on the project site during construction activities to minimize soil erosion and protect existing drainage systems. Compliance with the State's General Construction Storm Water Permit would minimize soil erosion and loss of topsoil from project implementation and would reduce this impact to a level of less than significant.

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.

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?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?	☐	☐	☒	☐

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 (CO_2), methane (CH_4), and nitrous oxide (N_2O), and chlorofluorocarbons, creates a blanket around the earth that allows light to pass through but traps heat at the surface preventing its escape into space. While this is a naturally occurring process known as the greenhouse effect, human activities have accelerated the generation of GHGs beyond natural levels. The overabundance of GHGs in the atmosphere has led to an unexpected warming of the earth and has the potential to severely impact the earth's climate system.

For most nonindustrial development projects, motor vehicles make up the bulk of GHG emissions produced on an operational basis. The primary GHGs emitted by motor vehicles include carbon dioxide, methane, and nitrous oxide. **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.

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. These activities release significant quantities of CH_4 to the atmosphere. 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_2O)	N_2O is a clear, colorless gas with a slightly sweet odor. N_2O is produced by natural and human-related sources. Primary human-related sources are agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuels, adipic acid production, and nitric acid production. N_2O 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_2O is approximately 120 years.[3]

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

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. Gases with high global warming potential (GWP), such as hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, are the most heat-absorbent. CH_4 traps over 21 times more heat per molecule than CO_2, and N_2O absorbs 310 times more heat per molecule than CO_2. Often, estimates of GHG emissions are presented in carbon dioxide equivalents (CO_2e), 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 CO_2 were being emitted.

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 San Luis Obispo Air Pollution Control District recommended threshold of 1,150 metric tons of CO_2e annually. While significance thresholds used in Central 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 1,150 metric tons of CO_2e 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_2O)	CO_2e
Proposed Project	403.5	0.1	0.00	405

*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_2O	CO_2e
Construction (amortized over 30 years of project life)	13.5	0.00	0.00	13.5
Area	0.00	0.00	0.00	0
Energy	39	0.00	0.00	39
Mobile	918.5	0.1	0.00	920
Solid Waste	15	0.8	0.00	33
Water	4.5	0.1	0.00	5
Total	**990.5**	**1**	**0.00**	**1,010.5**

*Source: Emissions modeled by PMC using the CalEEMod computer program. 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 equal 1,010.5 metric tons of CO_2e per year, which is less than the GHG threshold of 1,150 metric tons of CO_2e per year and therefore a less than significant impact.

b) *Less Than Significant 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 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.

	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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
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?	☐	☐	☒	☐
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
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?	☐	☐	☒	☐

SETTING

The project, a new Tractor Supply retail store, is proposed to be located on a site previously used by Siskiyou County as a maintenance yard, fueling and service area, sign shop, and road department yard. Use of the site for these purpose occurred generally from the mid 1950s through early 1990s. As part of the activities that previously occurred on the site, underground fuel tanks were present, as were various waste oil, paint, and paint residual storage containers,

vehicle lubricants, and various other petroleum-based products and product storage and containment vessels. Due to the nature and past practices of the historic uses on the site, the site was identified as meeting the criteria for needing state regulatory oversight, as uncontrolled and/or accidental releases of potentially hazardous substances were observed as possibly having occurred, or having the potential to occur, on the property. As such, the California Department of Toxic Substances Control (DTSC) opened a remediation and cleanup action case on the site in 2008, and a site remediation and cleanup program was approved in 2009. The site was assigned a project case number by the DTSC of 60000984 and was identified as the old county yard site. Since 2009, various site remediation activities have occurred, which have included the removal of all buildings, known hazardous materials, and underground fuel storage tanks. The result of these activities has been the recognition by the North Coast Regional Water Quality Control Board in August of 2013 that the site investigations and corrective actions associated with the underground fuel tanks are now complete and the acknowledgement that no further corrective actions are necessary at the site.

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 Regional Water Quality Control Board (RWQCB) and the 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).

Under Government Code Section 65962.5, both the DTSC and the State Water Resources Control Board (SWRCB) are required to maintain lists of sites known to have hazardous substances present in the environment. Both agencies maintain up-to-date lists on their websites. A search of the DTSC and SWRCB lists did not identify any open cases of hazardous waste violations in the vicinity of proposed project site and none on the project site (DTSC 2013; SWRCB 2013). However, it is noted that the project site itself had previously been identified as containing a leaking underground diesel fuel storage tank associated with its previous land use housing Siskiyou County road maintenance equipment. However, this case has been closed by the North Coast RWQCB due to corrective actions that remediated the issue (see **Appendix C** for RWQCB closed case confirmation).

DISCUSSION OF IMPACTS

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

release, and training for employees on safety procedures for handling hazardous materials and what to do in the event of a release or threatened release. These plans are routine documents that are intended to disclose the presence of hazardous materials and provide information on what to do if materials are inadvertently released.

While the proposed project would store and sell some hazardous materials, 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 Tractor Supply store 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*. In terms of proposed project operations, see Response 4.8(a). 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 need for a General Construction Storm Water Permit from the RWQCB, the project will be required to prepare a stormwater pollution prevention plan, which will stipulate how and where vehicles can be refueled and what measures are needed to avoid spills adjacent to streams and minimize the effects of such spills (see Response 4.6(b)).

c) *No Impact*. The project is located approximately one-quarter mile from the Yreka Adventist Christian School. However, compliance with existing regulations and standard safety procedures related to the handling of hazardous materials and waste would reduce potential impacts to a level of insignificance, resulting in a no impact determination.

d) *Less Than Significant Impact*. As previously stated, a search of the DTSC and SWRCB lists did not identify any open case of hazardous waste violations in the vicinity of proposed improvements and none on the project site (DTSC 2013; SWRCB 2013). However, it is noted that the project site itself had been identified as containing a leaking underground diesel fuel storage tank associated with its previous land use housing Siskiyou County road maintenance equipment. However, this case has been closed by the North Coast RWQCB due to corrective actions that remediated the issue (see **Appendix C** for RWQCD closed case confirmation).

e) *No Impact*. The project site is more than 2 miles from a public or private airport. The closest public airport to Yreka is the Montague-Yreka Rohrer Field Airport, located approximately 4.5 miles to the east.

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*. 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 located in an urban environment in an area that is not likely to be affected by wildland fires.

MITIGATION MEASURES

None required.

	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?	☐	☐	☒	☐
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)?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
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?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☒	☐
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?	☐	☐	☒	☐
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

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.

The project site does not contain any surface hydrologic features and is characterized as a flat, previously disturbed gravel and dirt lot having no formal drainage features on-site but having curb, gutter, and storm drainage features in the bordering streets. As mapped by the Federal Emergency Management Agency (FEMA) (2011) Flood Insurance Rate Mapping program, the eastern portion of the project area is located within the 100-year (Zone AO) floodplain of Yreka Creek (FIRM Map 06093C1559D).

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, oil and grease from construction equipment, and pesticides and fertilizers from landscaped areas. The greatest potential source of water contaminants from the proposed development would be from erosion related to construction operations and from surface pollutants associated with the impervious surfaces on-site following completion of construction. This degradation could result in violation of water quality standards.

   The project construction contractor will be required to prepare a stormwater pollution prevention plan (SWPPP) pursuant to RWQCB standards and subject to RWQCB review and approval. The SWPPP will include 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 stormwater flow from the graded areas to allow sediment to settle before entering stormwater channels. The method used would be described in the SWPPP and may vary depending on the circumstances of construction. Because of these standard procedures and the requirement to prepare a SWPPP, project impacts to water quality during construction are considered to be less than significant.

   In terms of project operations, the project applicant has submitted a storm drainage plan for the project. The plan ensures that an on-site drainage system is constructed which prevents increases in peak storm runoff levels. Stormwater retention areas are proposed to be located at both the northeast and southeast corners of the site in order to accommodate stormwater flows. Stormwater detention on-site will limit post-construction peak stormwater flows to pre-construction levels and also provides vegetative filtration or settling to remove or contain first-flush contaminants in the stormwater. 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 of a new well to serve the site. Although the project would result in the creation of impervious

surfaces, including 19,028 square feet of building space, 15,320 square feet of paved outdoor sales area, and 84 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 stormwater detention on-site (pervious) that limits post-construction peak stormwater flows to pre-construction levels, thus providing time for stormwater percolation in the detention areas (located as shown in **Figure 3.0-2**).

c) *Less Than Significant Impact*. See Response 4.6(b) above. The project site does not contain any surface water features. Implementation of the proposed project would alter the existing drainage patterns on the site by adding impermeable surfaces to currently undeveloped land. However, compliance with existing regulations developed to minimize erosion and siltation during construction activities (the requirement to prepare a SWPPP), as well as the inclusion of stormwater detention onsite, as proposed in the project's storm drainage plan, would reduce this impact to a level that is considered less than significant.

d) *Less Than Significant Impact*. See Responses 4.6(a) and 4.9(c) above. Implementation of the proposed project would alter the existing drainage patterns on the site by adding an impermeable surface to a large portion 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. Therefore, 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 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*. Although the eastern portion of the project site is located in Zone AO as mapped by FEMA, the project does not include the creation of housing or otherwise place housing within a 100-year flood hazard area.

h) *Less Than Significant Impact*. The eastern portion of the property is located within a floodplain as designated by FEMA. However, the entirety of the proposed building is located out of the floodplain, with the exception of one corner, and the small portion in the floodplain is proposed to be elevated 2 feet above the floodplain elevation. While the project would have an outdoor sales area, it will not place vulnerable or problematic structures within a 100-year flood hazard area.

i) *Less Than Significant Impact*. See Response 4.9(h).

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.

	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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

SETTING

The basis for land use planning in Yreka is the City's General Plan. The Land Use Element of the City of Yreka General Plan (2003) provides the primary guidance on issues related to land use and land use intensity. The Land Use Element provides designations for land within 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 within 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 City of Yreka General Plan identifies the site with the General Commercial (GC) land use designation, and the site is zoned Commercial Highway (CH). Both the General Commercial and Commercial Highway land use and zoning designations allow for and anticipate the use of the site for commercial purposes consistent with the proposed use of the site as a Tractor Supply retail store. Section 16.36.070 of the City of Yreka Municipal Code permits large equipment sales and service upon approval of a conditional use permit on the site.

DISCUSSION OF IMPACTS

a) *No Impact*. The project site is located in an area of Yreka with existing commercial development. While there are undeveloped lands in the project vicinity, these lands are designated and zoned for commercial development. As a matter of comparison, the nearest residential use is approximately 1,400 feet distant. Therefore, implementation of the proposed project will not divide an established community.

b) *No Impact*. 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 4.4, 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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 mining activities at the site and along the creek and past land use activities. The site is characterized as having a highly cobbled composition as a result.

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.

	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?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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. Since the project site is located within 100 feet of the interstate, it is subject to elevated ambient noise levels. The project site is vacant and has no noise-producing sources or noise receptors on it.

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 upon 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 91 dBA at 50 feet from the construction site during the noisiest construction phases. The site preparation phase, which includes excavation and grading of the site, tends 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, and 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.

Construction of the proposed project is expected to require the use of earthmovers such as scrapers and graders, as well as water trucks. The maximum noise level generated by each earthmover on the proposed project site is calculated to be 88 dBA at 50 feet from the operating piece of equipment based on the noise distance divergence formula for point sources of noise. The maximum noise level generated by a paver is approximately 87 dBA at 50 feet from this equipment (see **Table 4.12-1**).

TABLE 4.12-1
TYPICAL CONSTRUCTION NOISE LEVELS

Equipment	Noise Levels at 50 ft
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

Sources: FTA 1995; 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 would include the existing residential mobile home parks over 1,400 feet to both the west and east of the project.

The City 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 L_{eq}. As depicted in **Table 4.12-1**, noise generated by individual equipment can reach levels of up to approximately 88 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 60 dBA L_{eq} 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 the existing conditions (i.e., an undeveloped parcel). Additionally, the increase in off-site traffic as a result of the project is likely to increase off-site noise levels as well. However, the project site is located in an area of Yreka with existing commercial development (to the north of the project site is an existing chainsaw-related retail business and to the south, across Greenhorn Road, is an automobile dealership), and while there are undeveloped lands in the project vicinity, these lands are designated and zoned for commercial development. Therefore, the proposed project is located in an area of Yreka planned for commercial 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. Potential long-term noise impacts are less than significant.

b) *Less Than Significant Impact*. Sources of earthborne vibration include natural phenomena (earthquakes, volcanic eruptions, sea waves, landslides, etc.) or man-made causes

(explosions, machinery, traffic, trains, construction equipment, etc.). Vibration sources may be continuous, such as factory machinery, and transient, such as explosions. As is the case with airborne sound, earthborne vibration may be described by amplitude and frequency. Increases in groundborne vibration levels attributable to the proposed project would be primarily associated with short-term construction-related activities. No permanent noise sources that would expose persons to excessive groundborne vibration or noise levels would be located within the project site. Therefore, implementation of the proposed project would not permanently expose persons within or around the project site to excessive groundborne vibration or noise.

Construction activities associated with implementation of the proposed project could temporarily expose persons in the vicinity of the project site to excessive groundborne vibration or groundborne noise levels. However, as stated in Response 4.12(a), City General Plan Noise Element Policy 9 exempts construction activities from City noise standards due to the fact that construction is temporary. Furthermore, 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 ground vibrations related to construction of the proposed project would be 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.

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)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

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. The project site is a vacant gravel and dirt lot located in the developed area of the city. No housing exists on the site.

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact*. The proposed project does not include the construction of any new homes; however, it does include the construction of a retail use that could create a limited number of new jobs in the region. While the addition of new employment opportunities could increase the city's population, it is anticipated that the majority of new employees would likely be existing residents of the city or 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 area is undeveloped, the project would not displace any housing.

c) *No Impact*. See Response 4.13(b) above.

MITIGATION MEASURES

None required.

	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?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☐	☒
d) Parks?	☐	☐	☐	☒
e) Other public facilities?	☐	☐	☐	☒

SETTING

FIRE PROTECTION

Fire protection services in Yreka are provided by the Yreka Fire Department. The fire station is located at 401 West Miner Street. The department is staffed by volunteers. 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 the California Department of Forestry and Fire Protection (Cal Fire) to provide fire protection services to outlying areas (Yreka 2003, p. 6-4). The project site is vacant and undeveloped. An existing fire hydrant exists in the public right-of-way at the extreme northeast corner of the site.

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. Funded by the City's General Fund, the City operates and maintains nine parks, one pool, two ball fields, and the Yreka Creek Greenway.

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 retail store does require services, it would not result in the need for new fire personnel or facilities, as services to one retail store can adequately be provided by existing personnel out of existing facilities. Additionally, the project has been conditioned to install new fire hydrants along both Greenhorn Road and S. Main Street, and the new structure will incorporate a commercial fire sprinkler system and a fire department connection point (FDC) on the exterior of the new building. 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 retail store does require services, it would not result in the need for new police personnel or facilities, as services to one retail store 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.

	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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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. Funded by the City's General Fund, the City's Department of Public Works operates and maintains nine parks, one pool, two ball fields, and the Yreka Creek Greenway. Private recreational facilities include a community theater, 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.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.16 TRANSPORTATION/TRAFFIC. Would the project:				
a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit)?	☐	☐	☒	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
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?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

SETTING

The city is located in northern Siskiyou County and is served by Interstate 5, State Route 3, and State Route 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 State Route 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 State Route 3 throughout the city, Oregon Street, and State Route 263 from State Route 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 project site is currently bounded on the south and east by existing developed roadways. Greenhorn Road abuts the parcel on the south, and S. Main Street/State Route 3 abuts the site on the east. The site currently has one access drive from S. Main Street/State Route 3 and is accessed by a curb cut on Greenhorn Road located west of the property boundary. The project proposes to construct one new driveway on Greenhorn Road near the western boundary of the site, move the southerly existing driveway on S. Main Street/State Route 3 farther to the south, and reconstruct and improve the existing northerly driveway at the far northern boundary of the site onto S. Main Street/State Route 3.

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact*. The proposed project site is located at the corner of Greenhorn Road and S. Main Street (State Route 3). Primary access to the project site would be provided by two driveway entrances on S. Main Street, which is defined as the main arterial north–south route through Yreka by the General Plan in that it is expected to carry the heaviest traffic load in the city. According to Caltrans' (2013) inventory of traffic volumes on the California highway system, the segment of S. Main Street (State Route 3) that runs adjacent to the project site between Moonlit Oaks Avenue and Oberlin Road currently accommodates an average of 9,500 traffic trips per day. According to the Institute of Transportation Engineers' (ITE) (2008) *Trip Generation Manual 8th Edition*, land uses such as that proposed by the project average 15.86 trips per every 1,000 square foot of building space. Applying ITE trip generation rates to the proposed project (19,028 square feet of building space plus 15,320 square feet of outdoor sales area totaling 34,348 square feet of retail business) equates to 545 trips daily (34.34 x 15.86 = 545). The addition of 545 daily trips to the existing daily traffic on S. Main Street would represent a 5.7 percent increase in daily traffic for a total of 10,045 average daily trips.

   According to General Plan Circulation Element Program CI.4.F, an increase in traffic of greater than 10 percent over existing levels is considered a significant impact. Therefore, the contribution of an estimated 545 trips would not increase traffic levels to unacceptable conditions, as this increase represents a 5.7 percent increase in daily traffic over existing conditions. The proposed project's impact to the roadway system is less than significant.

b) *Less Than Significant Impact*. See Response 4.16(a). According to General Plan Circulation Element Program CI.4.F, an increase of greater than 10 percent over existing levels is considered a significant impact. Therefore, the contribution of an estimated 545 trips would not increase traffic levels to unacceptable conditions, as this increase represents a 5.7 percent increase in daily traffic over existing conditions.

c) *No Impact*. The closest public airport to the City of Yreka is the Montague-Yreka Rohrer Field Airport, located approximately 4.5 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.

e) *No Impact.* Emergency vehicles would access the site from S. Main Street. Secondary emergency access would also be available from Greenhorn Road on the south side 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.

	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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
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?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

SETTING

WATER

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 both S. Main Street and Greenhorn Road adjacent to the site. The project proposes to tap into the City's water lines located in Greenhorn Road.

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 State Route 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 both S. Main Street and Greenhorn Road adjacent to the site. The project proposes to tap into the City's existing wastewater collection line located in Greenhorn Road.

STORM DRAINAGE

The city is traversed by a number of natural and man-made drainages that all eventually lead to Yreka Creek, which flows north to the Shasta River, a tributary to the Klamath River. Overall drainage in the city is adequate, with only localized flooding during storm events. Floodwater and drainage have had a negative effect on the wastewater collection and treatment systems. The City prepared and adopted the comprehensive City of Yreka Master Plan of Drainage in 2005. The project site does not currently have any storm water drainage facilities. Curb, gutter, and sidewalk improvements currently exist along the S. Main Street frontage, and curb and gutter exists along Greenhorn Road.

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 Regional Water Quality Control Board (RWQCB) implements these acts by administering the National Pollutant Discharge Elimination System (NPDES), issuing water discharge permits, and establishing best management practices. 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 Wastewater Treatment 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 wastewater collection systems, as these systems were constructed to accommodate growth, including development of the proposed project for commercial uses.

In terms of water supply facilities, there is a 6-inch water line traversing the south end of the project site along Greenhorn Road and a 14-inch water main traversing the east side of the project site along S. Main Street. No looping of the water system will occur within the project. 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 stormwater runoff. The project site is currently undeveloped, and there are no existing drainage facilities in the project vicinity with which to convey stormwater runoff. As discussed previously, the project will develop stormwater detention on-site that limits post-construction peak stormwater flows to pre-construction levels. As such, existing stormwater detention and conveyance systems would be unaffected.

d) *Less Than Significant Impact*. As previously stated, the City 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. 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 proposed project applicant, 15 employees would work on the project site during operations. Use of 152 gallons per 15 employees each day equals 2,280 gallons used daily and 832,200 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 41 tons of solid waste during construction (19,028 square feet of nonresidential building space x 4.34 = 82,582 pounds/41 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 20 tons.

In terms of project operations, approximately 29 tons of solid waste would be generated annually (assuming all 15 employees work every day, which is conservative). This estimate was obtained using ratios obtained from CalRecycle's (2012b) estimated solid waste generation rates for commercial and institutional establishments, which projects the generation of approximately 10.53 pounds of solid waste per employee each day (15 x 10.53 = 158 pounds daily. 158 pounds x 365 = 57,670 pounds/29 tons annually).

The proposed project would generate a total of 20 tons of solid waste over the duration of construction activities and a total of 29 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.

	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?	☐	☒	☐	☐
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.	☐	☒	☐	☐
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact With Mitigation Incorporated*. Several Initial Study sections 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

Yreka Tractor Supply

Siskiyou County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Automobile Care Center	19.10	1000sqft	0.44	19,097.00	0
Parking Lot	84.00	Space	0.76	33,600.00	0
Other Asphalt Surfaces	0.35	Acre	0.35	15,246.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	85
Climate Zone	14			**Operational Year**	2015
Utility Company	Pacific Gas & Electric Company				
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

Project Characteristics -

Land Use -

Construction Phase - Building construction, paving, and painting phases assumed to occur concurrently

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	200.00
tblConstructionPhase	NumDays	10.00	200.00
tblConstructionPhase	PhaseEndDate	8/19/2015	8/18/2015
tblConstructionPhase	PhaseEndDate	8/19/2015	11/12/2014
tblConstructionPhase	PhaseStartDate	11/13/2014	11/12/2014
tblConstructionPhase	PhaseStartDate	11/13/2014	2/6/2014
tblProjectCharacteristics	OperationalYear	2014	2015

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

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	lb/day										lb/day					
2014	10.6558	42.1647	34.4772	0.0458	4.9800	2.7944	6.1917	2.5430	2.6664	3.6578	0.0000	4,434.8998	4,434.8998	0.9903	0.0000	4,455.6957
2015	4.5458	2.6159	2.3990	3.5200e-003	0.0411	0.2215	0.2626	0.0109	0.2214	0.2323	0.0000	328.2227	328.2227	0.0407	0.0000	329.0776
Total	**15.2016**	**44.7805**	**36.8762**	**0.0493**	**5.0210**	**3.0159**	**6.4542**	**2.5539**	**2.8878**	**3.8901**	**0.0000**	**4,763.1224**	**4,763.1224**	**1.0310**	**0.0000**	**4,784.7732**

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	lb/day										lb/day					
2014	10.6558	42.1647	34.4772	0.0458	4.9800	2.7944	6.1917	2.5430	2.6664	3.6578	0.0000	4,434.8998	4,434.8998	0.9903	0.0000	4,455.6957
2015	4.5458	2.6159	2.3990	3.5200e-003	0.0411	0.2215	0.2626	0.0109	0.2214	0.2323	0.0000	328.2227	328.2227	0.0407	0.0000	329.0776
Total	**15.2016**	**44.7805**	**36.8762**	**0.0493**	**5.0210**	**3.0159**	**6.4542**	**2.5539**	**2.8878**	**3.8901**	**0.0000**	**4,763.1224**	**4,763.1224**	**1.0310**	**0.0000**	**4,784.7732**

	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	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 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	lb/day										lb/day					
Area	1.6795	1.1000e-004	0.0109	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0226	0.0226	7.0000e-005		0.0240
Energy	2.0800e-003	0.0189	0.0159	1.1000e-004		1.4300e-003	1.4300e-003		1.4300e-003	1.4300e-003		22.6517	22.6517	4.3000e-004	4.2000e-004	22.7896
Mobile	12.4721	20.0597	106.8880	0.0610	2.5744	0.2609	2.8353	0.6935	0.2379	0.9313		5,665.8639	5,665.8639	0.3079		5,672.3289
Total	**14.1537**	**20.0787**	**106.9148**	**0.0611**	**2.5744**	**0.2624**	**2.8368**	**0.6935**	**0.2393**	**0.9328**		**5,688.5382**	**5,688.5382**	**0.3084**	**4.2000e-004**	**5,695.1425**

Mitigated 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	lb/day										lb/day					
Area	1.6795	1.1000e-004	0.0109	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0226	0.0226	7.0000e-005		0.0240
Energy	2.0800e-003	0.0189	0.0159	1.1000e-004		1.4300e-003	1.4300e-003		1.4300e-003	1.4300e-003		22.6517	22.6517	4.3000e-004	4.2000e-004	22.7896
Mobile	12.4721	20.0597	106.8880	0.0610	2.5744	0.2609	2.8353	0.6935	0.2379	0.9313		5,665.8639	5,665.8639	0.3079		5,672.3289
Total	**14.1537**	**20.0787**	**106.9148**	**0.0611**	**2.5744**	**0.2624**	**2.8368**	**0.6935**	**0.2393**	**0.9328**		**5,688.5382**	**5,688.5382**	**0.3084**	**4.2000e-004**	**5,695.1425**

	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	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	1/31/2014	2/5/2014	5	4	
2	Building Construction	Building Construction	2/6/2014	11/12/2014	5	200	
3	Paving	Paving	2/6/2014	11/12/2014	5	200	
4	Architectural Coating	Architectural Coating	11/12/2014	8/18/2015	5	200	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 53,027; Non-Residential Outdoor: 17,676 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
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
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
Grading	Graders	1	6.00	174	0.41
Paving	Paving Equipment	1	8.00	130	0.36
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
Grading	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	27.00	11.00	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
Architectural Coating	1	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Grading - 2014

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	lb/day										lb/day					
Fugitive Dust					4.9143	0.0000	4.9143	2.5256	0.0000	2.5256			0.0000			0.0000
Off-Road	2.0759	22.1752	14.1657	0.0141		1.2106	1.2106		1.1138	1.1138		1,495.6888	1,495.6888	0.4420		1,504.9706
Total	**2.0759**	**22.1752**	**14.1657**	**0.0141**	**4.9143**	**1.2106**	**6.1249**	**2.5256**	**1.1138**	**3.6394**		**1,495.6888**	**1,495.6888**	**0.4420**		**1,504.9706**

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	lb/day										lb/day					
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
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
Worker	0.0787	0.0833	0.9163	8.9000e-004	0.0657	1.0800e-003	0.0668	0.0174	9.7000e-004	0.0184		77.6296	77.6296	7.3500e-003		77.7839
Total	**0.0787**	**0.0833**	**0.9163**	**8.9000e-004**	**0.0657**	**1.0800e-003**	**0.0668**	**0.0174**	**9.7000e-004**	**0.0184**		**77.6296**	**77.6296**	**7.3500e-003**		**77.7839**

3.2 Grading - 2014

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	lb/day										lb/day					
Fugitive Dust					4.9143	0.0000	4.9143	2.5256	0.0000	2.5256			0.0000			0.0000
Off-Road	2.0759	22.1752	14.1657	0.0141		1.2106	1.2106		1.1138	1.1138	0.0000	1,495.6887	1,495.6887	0.4420		1,504.9706
Total	**2.0759**	**22.1752**	**14.1657**	**0.0141**	**4.9143**	**1.2106**	**6.1249**	**2.5256**	**1.1138**	**3.6394**	**0.0000**	**1,495.6887**	**1,495.6887**	**0.4420**		**1,504.9706**

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	lb/day										lb/day					
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
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
Worker	0.0787	0.0833	0.9163	8.9000e-004	0.0657	1.0800e-003	0.0668	0.0174	9.7000e-004	0.0184		77.6296	77.6296	7.3500e-003		77.7839
Total	**0.0787**	**0.0833**	**0.9163**	**8.9000e-004**	**0.0657**	**1.0800e-003**	**0.0668**	**0.0174**	**9.7000e-004**	**0.0184**		**77.6296**	**77.6296**	**7.3500e-003**		**77.7839**

3.3 Building Construction - 2014

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	lb/day										lb/day					
Off-Road	3.9077	22.5327	15.3098	0.0220		1.5957	1.5957		1.5432	1.5432		2,064.0797	2,064.0797	0.5005		2,074.5893
Total	**3.9077**	**22.5327**	**15.3098**	**0.0220**		**1.5957**	**1.5957**		**1.5432**	**1.5432**		**2,064.0797**	**2,064.0797**	**0.5005**		**2,074.5893**

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	lb/day										lb/day					
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
Vendor	0.3178	1.2873	2.9319	2.5400e-003	0.0706	0.0303	0.1009	0.0198	0.0278	0.0476		256.3962	256.3962	2.9400e-003		256.4580
Worker	0.2656	0.2812	3.0924	2.9900e-003	0.2218	3.6400e-003	0.2254	0.0588	3.2800e-003	0.0621		261.9999	261.9999	0.0248		262.5208
Total	**0.5834**	**1.5685**	**6.0243**	**5.5300e-003**	**0.2924**	**0.0340**	**0.3264**	**0.0786**	**0.0311**	**0.1097**		**518.3961**	**518.3961**	**0.0277**		**518.9788**

3.3 Building Construction - 2014

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	lb/day										lb/day					
Off-Road	3.9077	22.5327	15.3098	0.0220		1.5957	1.5957		1.5432	1.5432	0.0000	2,064.0797	2,064.0797	0.5005		2,074.5893
Total	**3.9077**	**22.5327**	**15.3098**	**0.0220**		**1.5957**	**1.5957**		**1.5432**	**1.5432**	**0.0000**	**2,064.0797**	**2,064.0797**	**0.5005**		**2,074.5893**

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	lb/day										lb/day					
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
Vendor	0.3178	1.2873	2.9319	2.5400e-003	0.0706	0.0303	0.1009	0.0198	0.0278	0.0476		256.3962	256.3962	2.9400e-003		256.4580
Worker	0.2656	0.2812	3.0924	2.9900e-003	0.2218	3.6400e-003	0.2254	0.0588	3.2800e-003	0.0621		261.9999	261.9999	0.0248		262.5208
Total	**0.5834**	**1.5685**	**6.0243**	**5.5300e-003**	**0.2924**	**0.0340**	**0.3264**	**0.0786**	**0.0311**	**0.1097**		**518.3961**	**518.3961**	**0.0277**		**518.9788**

3.4 Paving - 2014

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	lb/day										lb/day					
Off-Road	1.4305	15.0987	9.1601	0.0133		0.9172	0.9172		0.8447	0.8447		1,396.3094	1,396.3094	0.4054		1,404.8234
Paving	0.0145					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.4450**	**15.0987**	**9.1601**	**0.0133**		**0.9172**	**0.9172**		**0.8447**	**0.8447**		**1,396.3094**	**1,396.3094**	**0.4054**		**1,404.8234**

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	lb/day										lb/day					
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
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
Worker	0.1279	0.1354	1.4889	1.4400e-003	0.1068	1.7500e-003	0.1085	0.0283	1.5800e-003	0.0299		126.1481	126.1481	0.0119		126.3989
Total	**0.1279**	**0.1354**	**1.4889**	**1.4400e-003**	**0.1068**	**1.7500e-003**	**0.1085**	**0.0283**	**1.5800e-003**	**0.0299**		**126.1481**	**126.1481**	**0.0119**		**126.3989**

3.4 Paving - 2014

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	lb/day										lb/day					
Off-Road	1.4305	15.0987	9.1601	0.0133		0.9172	0.9172		0.8447	0.8447	0.0000	1,396.3094	1,396.3094	0.4054		1,404.8234
Paving	0.0145					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.4450**	**15.0987**	**9.1601**	**0.0133**		**0.9172**	**0.9172**		**0.8447**	**0.8447**	**0.0000**	**1,396.3094**	**1,396.3094**	**0.4054**		**1,404.8234**

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	lb/day										lb/day					
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
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
Worker	0.1279	0.1354	1.4889	1.4400e-003	0.1068	1.7500e-003	0.1085	0.0283	1.5800e-003	0.0299		126.1481	126.1481	0.0119		126.3989
Total	**0.1279**	**0.1354**	**1.4889**	**1.4400e-003**	**0.1068**	**1.7500e-003**	**0.1085**	**0.0283**	**1.5800e-003**	**0.0299**		**126.1481**	**126.1481**	**0.0119**		**126.3989**

3.5 Architectural Coating - 2014

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	lb/day										lb/day					
Archit. Coating	4.0964					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4462	2.7773	1.9216	2.9700e-003		0.2452	0.2452		0.2452	0.2452		281.4481	281.4481	0.0401		282.2905
Total	**4.5426**	**2.7773**	**1.9216**	**2.9700e-003**		**0.2452**	**0.2452**		**0.2452**	**0.2452**		**281.4481**	**281.4481**	**0.0401**		**282.2905**

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	lb/day										lb/day					
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
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
Worker	0.0492	0.0521	0.5727	5.5000e-004	0.0411	6.7000e-004	0.0418	0.0109	6.1000e-004	0.0115		48.5185	48.5185	4.5900e-003		48.6150
Total	**0.0492**	**0.0521**	**0.5727**	**5.5000e-004**	**0.0411**	**6.7000e-004**	**0.0418**	**0.0109**	**6.1000e-004**	**0.0115**		**48.5185**	**48.5185**	**4.5900e-003**		**48.6150**

3.5 Architectural Coating - 2014

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	lb/day										lb/day					
Archit. Coating	4.0964					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4462	2.7773	1.9216	2.9700e-003		0.2452	0.2452		0.2452	0.2452	0.0000	281.4481	281.4481	0.0401		282.2905
Total	**4.5426**	**2.7773**	**1.9216**	**2.9700e-003**		**0.2452**	**0.2452**		**0.2452**	**0.2452**	**0.0000**	**281.4481**	**281.4481**	**0.0401**		**282.2905**

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	lb/day										lb/day					
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
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
Worker	0.0492	0.0521	0.5727	5.5000e-004	0.0411	6.7000e-004	0.0418	0.0109	6.1000e-004	0.0115		48.5185	48.5185	4.5900e-003		48.6150
Total	**0.0492**	**0.0521**	**0.5727**	**5.5000e-004**	**0.0411**	**6.7000e-004**	**0.0418**	**0.0109**	**6.1000e-004**	**0.0115**		**48.5185**	**48.5185**	**4.5900e-003**		**48.6150**

3.5 Architectural Coating - 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	lb/day										lb/day					
Archit. Coating	4.0964					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4066	2.5703	1.9018	2.9700e-003		0.2209	0.2209		0.2209	0.2209		281.4481	281.4481	0.0367		282.2177
Total	**4.5030**	**2.5703**	**1.9018**	**2.9700e-003**		**0.2209**	**0.2209**		**0.2209**	**0.2209**		**281.4481**	**281.4481**	**0.0367**		**282.2177**

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	lb/day										lb/day					
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
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
Worker	0.0429	0.0456	0.4972	5.5000e-004	0.0411	6.1000e-004	0.0417	0.0109	5.5000e-004	0.0114		46.7746	46.7746	4.0600e-003		46.8599
Total	**0.0429**	**0.0456**	**0.4972**	**5.5000e-004**	**0.0411**	**6.1000e-004**	**0.0417**	**0.0109**	**5.5000e-004**	**0.0114**		**46.7746**	**46.7746**	**4.0600e-003**		**46.8599**

3.5 Architectural Coating - 2015

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	lb/day										lb/day					
Archit. Coating	4.0964					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4066	2.5703	1.9018	2.9700e-003		0.2209	0.2209		0.2209	0.2209	0.0000	281.4481	281.4481	0.0367		282.2177
Total	**4.5030**	**2.5703**	**1.9018**	**2.9700e-003**		**0.2209**	**0.2209**		**0.2209**	**0.2209**	**0.0000**	**281.4481**	**281.4481**	**0.0367**		**282.2177**

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	lb/day										lb/day					
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
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
Worker	0.0429	0.0456	0.4972	5.5000e-004	0.0411	6.1000e-004	0.0417	0.0109	5.5000e-004	0.0114		46.7746	46.7746	4.0600e-003		46.8599
Total	**0.0429**	**0.0456**	**0.4972**	**5.5000e-004**	**0.0411**	**6.1000e-004**	**0.0417**	**0.0109**	**5.5000e-004**	**0.0114**		**46.7746**	**46.7746**	**4.0600e-003**		**46.8599**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures 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	12.4721	20.0597	106.8880	0.0610	2.5744	0.2609	2.8353	0.6935	0.2379	0.9313		5,665.8639	5,665.8639	0.3079		5,672.3289
Unmitigated	12.4721	20.0597	106.8880	0.0610	2.5744	0.2609	2.8353	0.6935	0.2379	0.9313		5,665.8639	5,665.8639	0.3079		5,672.3289

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	1,184.01	1,184.01	1184.01	1,179,498	1,179,498
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	1,184.01	1,184.01	1,184.01	1,179,498	1,179,498

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	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
Automobile Care Center	9.50	7.30	7.30	33.00	48.00	19.00	21	51	28
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

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

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	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					
NaturalGas Mitigated	2.0800e-003	0.0189	0.0159	1.1000e-004		1.4300e-003	1.4300e-003		1.4300e-003	1.4300e-003		22.6517	22.6517	4.3000e-004	4.2000e-004	22.7896
NaturalGas Unmitigated	2.0800e-003	0.0189	0.0159	1.1000e-004		1.4300e-003	1.4300e-003		1.4300e-003	1.4300e-003		22.6517	22.6517	4.3000e-004	4.2000e-004	22.7896

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	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
Land Use	kBTU/yr	lb/day										lb/day					
Other Asphalt Surfaces	0	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
Parking Lot	0	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
Automobile Care Center	192.54	2.0800e-003	0.0189	0.0159	1.1000e-004		1.4300e-003	1.4300e-003		1.4300e-003	1.4300e-003		22.6517	22.6517	4.3000e-004	4.2000e-004	22.7896
Total		**2.0800e-003**	**0.0189**	**0.0159**	**1.1000e-004**		**1.4300e-003**	**1.4300e-003**		**1.4300e-003**	**1.4300e-003**		**22.6517**	**22.6517**	**4.3000e-004**	**4.2000e-004**	**22.7896**

Mitigated

	NaturalGas Use	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
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	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
Automobile Care Center	0.19254	2.0800e-003	0.0189	0.0159	1.1000e-004		1.4300e-003	1.4300e-003		1.4300e-003	1.4300e-003		22.6517	22.6517	4.3000e-004	4.2000e-004	22.7896
Other Asphalt Surfaces	0	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
Total		**2.0800e-003**	**0.0189**	**0.0159**	**1.1000e-004**		**1.4300e-003**	**1.4300e-003**		**1.4300e-003**	**1.4300e-003**		**22.6517**	**22.6517**	**4.3000e-004**	**4.2000e-004**	**22.7896**

6.0 Area Detail

6.1 Mitigation Measures Area

	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	1.6795	1.1000e-004	0.0109	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0226	0.0226	7.0000e-005		0.0240
Unmitigated	1.6795	1.1000e-004	0.0109	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0226	0.0226	7.0000e-005		0.0240

6.2 Area by SubCategory

Unmitigated

	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
SubCategory	lb/day										lb/day					
Architectural Coating	0.2245					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4540					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0800e-003	1.1000e-004	0.0109	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0226	0.0226	7.0000e-005		0.0240
Total	**1.6795**	**1.1000e-004**	**0.0109**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**		**0.0226**	**0.0226**	**7.0000e-005**		**0.0240**

6.2 Area by SubCategory

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
SubCategory	lb/day										lb/day					
Architectural Coating	0.2245					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4540					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0800e-003	1.1000e-004	0.0109	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0226	0.0226	7.0000e-005		0.0240
Total	**1.6795**	**1.1000e-004**	**0.0109**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**		**0.0226**	**0.0226**	**7.0000e-005**		**0.0240**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Appendix B – Greenhouse Gas

Yreka Tractor Supply

Siskiyou County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Automobile Care Center	19.10	1000sqft	0.44	19,097.00	0
Parking Lot	84.00	Space	0.76	33,600.00	0
Other Asphalt Surfaces	0.35	Acre	0.35	15,246.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	85
Climate Zone	14			**Operational Year**	2015
Utility Company	Pacific Gas & Electric Company				
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

Project Characteristics -

Land Use -

Construction Phase - Building construction, paving, and painting phases assumed to occur concurrently

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	200.00
tblConstructionPhase	NumDays	10.00	200.00
tblConstructionPhase	PhaseEndDate	8/19/2015	8/18/2015
tblConstructionPhase	PhaseEndDate	8/19/2015	11/12/2014
tblConstructionPhase	PhaseStartDate	11/13/2014	11/12/2014
tblConstructionPhase	PhaseStartDate	11/13/2014	2/6/2014
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					
2014	0.7072	4.0419	3.4258	4.3100e-003	0.0486	0.2617	0.3103	0.0155	0.2488	0.2642	0.0000	379.2367	379.2367	0.0873	0.0000	381.0706
2015	0.3730	0.2152	0.2008	2.9000e-004	3.2000e-003	0.0182	0.0214	8.5000e-004	0.0182	0.0190	0.0000	24.2879	24.2879	3.0300e-003	0.0000	24.3515
Total	**1.0801**	**4.2571**	**3.6266**	**4.6000e-003**	**0.0518**	**0.2799**	**0.3317**	**0.0163**	**0.2669**	**0.2832**	**0.0000**	**403.5246**	**403.5246**	**0.0904**	**0.0000**	**405.4221**

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					
2014	0.7071	4.0419	3.4258	4.3100e-003	0.0486	0.2617	0.3103	0.0155	0.2488	0.2642	0.0000	379.2363	379.2363	0.0873	0.0000	381.0702
2015	0.3730	0.2152	0.2008	2.9000e-004	3.2000e-003	0.0182	0.0214	8.5000e-004	0.0182	0.0190	0.0000	24.2879	24.2879	3.0300e-003	0.0000	24.3515
Total	**1.0801**	**4.2571**	**3.6266**	**4.6000e-003**	**0.0518**	**0.2799**	**0.3317**	**0.0163**	**0.2669**	**0.2832**	**0.0000**	**403.5242**	**403.5242**	**0.0904**	**0.0000**	**405.4217**

	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	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 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					
Area	0.3064	1.0000e-005	9.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8500e-003	1.8500e-003	1.0000e-005	0.0000	1.9600e-003
Energy	3.8000e-004	3.4400e-003	2.8900e-003	2.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	38.6296	38.6296	1.6500e-003	4.0000e-004	38.7867
Mobile	2.8883	3.8712	26.5641	0.0110	0.4459	0.0479	0.4937	0.1206	0.0436	0.1643	0.0000	918.5444	918.5444	0.0509	0.0000	919.6133
Waste						0.0000	0.0000		0.0000	0.0000	14.8102	0.0000	14.8102	0.8753	0.0000	33.1907
Water						0.0000	0.0000		0.0000	0.0000	0.5701	3.9500	4.5201	0.0587	1.4200e-003	6.1935
Total	**3.1950**	**3.8746**	**26.5680**	**0.0110**	**0.4459**	**0.0481**	**0.4940**	**0.1206**	**0.0439**	**0.1645**	**15.3803**	**961.1259**	**976.5062**	**0.9866**	**1.8200e-003**	**997.7861**

2.2 Overall Operational

Mitigated 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					
Area	0.3064	1.0000e-005	9.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8500e-003	1.8500e-003	1.0000e-005	0.0000	1.9600e-003
Energy	3.8000e-004	3.4400e-003	2.8900e-003	2.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	38.6296	38.6296	1.6500e-003	4.0000e-004	38.7867
Mobile	2.8883	3.8712	26.5641	0.0110	0.4459	0.0479	0.4937	0.1206	0.0436	0.1643	0.0000	918.5444	918.5444	0.0509	0.0000	919.6133
Waste						0.0000	0.0000		0.0000	0.0000	14.8102	0.0000	14.8102	0.8753	0.0000	33.1907
Water						0.0000	0.0000		0.0000	0.0000	0.5701	3.9500	4.5201	0.0587	1.4200e-003	6.1926
Total	**3.1950**	**3.8746**	**26.5680**	**0.0110**	**0.4459**	**0.0481**	**0.4940**	**0.1206**	**0.0439**	**0.1645**	**15.3803**	**961.1259**	**976.5062**	**0.9865**	**1.8200e-003**	**997.7852**

	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	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	1/31/2014	2/5/2014	5	4	
2	Building Construction	Building Construction	2/6/2014	11/12/2014	5	200	
3	Paving	Paving	2/6/2014	11/12/2014	5	200	
4	Architectural Coating	Architectural Coating	11/12/2014	8/18/2015	5	200	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 53,027; Non-Residential Outdoor: 17,676 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
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
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
Grading	Graders	1	6.00	174	0.41
Paving	Paving Equipment	1	8.00	130	0.36
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
Grading	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	27.00	11.00	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
Architectural Coating	1	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Grading - 2014

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					
Fugitive Dust					9.8300e-003	0.0000	9.8300e-003	5.0500e-003	0.0000	5.0500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.1500e-003	0.0444	0.0283	3.0000e-005		2.4200e-003	2.4200e-003		2.2300e-003	2.2300e-003	0.0000	2.7137	2.7137	8.0000e-004	0.0000	2.7306
Total	**4.1500e-003**	**0.0444**	**0.0283**	**3.0000e-005**	**9.8300e-003**	**2.4200e-003**	**0.0123**	**5.0500e-003**	**2.2300e-003**	**7.2800e-003**	**0.0000**	**2.7137**	**2.7137**	**8.0000e-004**	**0.0000**	**2.7306**

3.2 Grading - 2014

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	1.7000e-004	2.0000e-004	2.0300e-003	0.0000	1.2000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	4.0000e-005	0.0000	0.1357	0.1357	1.0000e-005	0.0000	0.1360
Total	**1.7000e-004**	**2.0000e-004**	**2.0300e-003**	**0.0000**	**1.2000e-004**	**0.0000**	**1.3000e-004**	**3.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1357**	**0.1357**	**1.0000e-005**	**0.0000**	**0.1360**

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					9.8300e-003	0.0000	9.8300e-003	5.0500e-003	0.0000	5.0500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.1500e-003	0.0444	0.0283	3.0000e-005		2.4200e-003	2.4200e-003		2.2300e-003	2.2300e-003	0.0000	2.7137	2.7137	8.0000e-004	0.0000	2.7306
Total	**4.1500e-003**	**0.0444**	**0.0283**	**3.0000e-005**	**9.8300e-003**	**2.4200e-003**	**0.0123**	**5.0500e-003**	**2.2300e-003**	**7.2800e-003**	**0.0000**	**2.7137**	**2.7137**	**8.0000e-004**	**0.0000**	**2.7306**

3.2 Grading - 2014

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	1.7000e-004	2.0000e-004	2.0300e-003	0.0000	1.2000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	4.0000e-005	0.0000	0.1357	0.1357	1.0000e-005	0.0000	0.1360
Total	**1.7000e-004**	**2.0000e-004**	**2.0300e-003**	**0.0000**	**1.2000e-004**	**0.0000**	**1.3000e-004**	**3.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1357**	**0.1357**	**1.0000e-005**	**0.0000**	**0.1360**

3.3 Building Construction - 2014

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	0.3908	2.2533	1.5310	2.2000e-003		0.1596	0.1596		0.1543	0.1543	0.0000	187.2502	187.2502	0.0454	0.0000	188.2036
Total	**0.3908**	**2.2533**	**1.5310**	**2.2000e-003**		**0.1596**	**0.1596**		**0.1543**	**0.1543**	**0.0000**	**187.2502**	**187.2502**	**0.0454**	**0.0000**	**188.2036**

3.3 Building Construction - 2014

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	0.0431	0.1332	0.3961	2.6000e-004	6.7500e-003	3.0700e-003	9.8200e-003	1.9100e-003	2.8100e-003	4.7200e-003	0.0000	23.1854	23.1854	2.7000e-004	0.0000	23.1911
Worker	0.0282	0.0337	0.3418	2.9000e-004	0.0211	3.6000e-004	0.0214	5.6100e-003	3.3000e-004	5.9400e-003	0.0000	22.8970	22.8970	2.2500e-003	0.0000	22.9443
Total	**0.0713**	**0.1669**	**0.7379**	**5.5000e-004**	**0.0278**	**3.4300e-003**	**0.0312**	**7.5200e-003**	**3.1400e-003**	**0.0107**	**0.0000**	**46.0825**	**46.0825**	**2.5200e-003**	**0.0000**	**46.1354**

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	0.3908	2.2533	1.5310	2.2000e-003		0.1596	0.1596		0.1543	0.1543	0.0000	187.2499	187.2499	0.0454	0.0000	188.2034
Total	**0.3908**	**2.2533**	**1.5310**	**2.2000e-003**		**0.1596**	**0.1596**		**0.1543**	**0.1543**	**0.0000**	**187.2499**	**187.2499**	**0.0454**	**0.0000**	**188.2034**

3.3 Building Construction - 2014

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	0.0431	0.1332	0.3961	2.6000e-004	6.7500e-003	3.0700e-003	9.8200e-003	1.9100e-003	2.8100e-003	4.7200e-003	0.0000	23.1854	23.1854	2.7000e-004	0.0000	23.1911
Worker	0.0282	0.0337	0.3418	2.9000e-004	0.0211	3.6000e-004	0.0214	5.6100e-003	3.3000e-004	5.9400e-003	0.0000	22.8970	22.8970	2.2500e-003	0.0000	22.9443
Total	**0.0713**	**0.1669**	**0.7379**	**5.5000e-004**	**0.0278**	**3.4300e-003**	**0.0312**	**7.5200e-003**	**3.1400e-003**	**0.0107**	**0.0000**	**46.0825**	**46.0825**	**2.5200e-003**	**0.0000**	**46.1354**

3.4 Paving - 2014

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	0.1431	1.5099	0.9160	1.3300e-003		0.0917	0.0917		0.0845	0.0845	0.0000	126.6711	126.6711	0.0368	0.0000	127.4434
Paving	1.4500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1445**	**1.5099**	**0.9160**	**1.3300e-003**		**0.0917**	**0.0917**		**0.0845**	**0.0845**	**0.0000**	**126.6711**	**126.6711**	**0.0368**	**0.0000**	**127.4434**

3.4 Paving - 2014

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	0.0136	0.0162	0.1646	1.4000e-004	0.0101	1.8000e-004	0.0103	2.7000e-003	1.6000e-004	2.8600e-003	0.0000	11.0245	11.0245	1.0800e-003	0.0000	11.0473
Total	**0.0136**	**0.0162**	**0.1646**	**1.4000e-004**	**0.0101**	**1.8000e-004**	**0.0103**	**2.7000e-003**	**1.6000e-004**	**2.8600e-003**	**0.0000**	**11.0245**	**11.0245**	**1.0800e-003**	**0.0000**	**11.0473**

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	0.1431	1.5099	0.9160	1.3300e-003		0.0917	0.0917		0.0845	0.0845	0.0000	126.6709	126.6709	0.0368	0.0000	127.4433
Paving	1.4500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1445**	**1.5099**	**0.9160**	**1.3300e-003**		**0.0917**	**0.0917**		**0.0845**	**0.0845**	**0.0000**	**126.6709**	**126.6709**	**0.0368**	**0.0000**	**127.4433**

3.4 Paving - 2014

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	0.0136	0.0162	0.1646	1.4000e-004	0.0101	1.8000e-004	0.0103	2.7000e-003	1.6000e-004	2.8600e-003	0.0000	11.0245	11.0245	1.0800e-003	0.0000	11.0473
Total	**0.0136**	**0.0162**	**0.1646**	**1.4000e-004**	**0.0101**	**1.8000e-004**	**0.0103**	**2.7000e-003**	**1.6000e-004**	**2.8600e-003**	**0.0000**	**11.0245**	**11.0245**	**1.0800e-003**	**0.0000**	**11.0473**

3.5 Architectural Coating - 2014

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					
Archit. Coating	0.0737					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.0300e-003	0.0500	0.0346	5.0000e-005		4.4100e-003	4.4100e-003		4.4100e-003	4.4100e-003	0.0000	4.5959	4.5959	6.6000e-004	0.0000	4.6096
Total	**0.0818**	**0.0500**	**0.0346**	**5.0000e-005**		**4.4100e-003**	**4.4100e-003**		**4.4100e-003**	**4.4100e-003**	**0.0000**	**4.5959**	**4.5959**	**6.6000e-004**	**0.0000**	**4.6096**

3.5 Architectural Coating - 2014

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	9.4000e-004	1.1200e-003	0.0114	1.0000e-005	7.0000e-004	1.0000e-005	7.1000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.7632	0.7632	8.0000e-005	0.0000	0.7648
Total	**9.4000e-004**	**1.1200e-003**	**0.0114**	**1.0000e-005**	**7.0000e-004**	**1.0000e-005**	**7.1000e-004**	**1.9000e-004**	**1.0000e-005**	**2.0000e-004**	**0.0000**	**0.7632**	**0.7632**	**8.0000e-005**	**0.0000**	**0.7648**

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					
Archit. Coating	0.0737					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.0300e-003	0.0500	0.0346	5.0000e-005		4.4100e-003	4.4100e-003		4.4100e-003	4.4100e-003	0.0000	4.5959	4.5959	6.6000e-004	0.0000	4.6096
Total	**0.0818**	**0.0500**	**0.0346**	**5.0000e-005**		**4.4100e-003**	**4.4100e-003**		**4.4100e-003**	**4.4100e-003**	**0.0000**	**4.5959**	**4.5959**	**6.6000e-004**	**0.0000**	**4.6096**

3.5 Architectural Coating - 2014

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	9.4000e-004	1.1200e-003	0.0114	1.0000e-005	7.0000e-004	1.0000e-005	7.1000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.7632	0.7632	8.0000e-005	0.0000	0.7648
Total	**9.4000e-004**	**1.1200e-003**	**0.0114**	**1.0000e-005**	**7.0000e-004**	**1.0000e-005**	**7.1000e-004**	**1.9000e-004**	**1.0000e-005**	**2.0000e-004**	**0.0000**	**0.7632**	**0.7632**	**8.0000e-005**	**0.0000**	**0.7648**

3.5 Architectural Coating - 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					
Archit. Coating	0.3359					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0333	0.2108	0.1559	2.4000e-004		0.0181	0.0181		0.0181	0.0181	0.0000	20.9367	20.9367	2.7300e-003	0.0000	20.9939
Total	**0.3692**	**0.2108**	**0.1559**	**2.4000e-004**		**0.0181**	**0.0181**		**0.0181**	**0.0181**	**0.0000**	**20.9367**	**20.9367**	**2.7300e-003**	**0.0000**	**20.9939**

3.5 Architectural Coating - 2015

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	3.7100e-003	4.4700e-003	0.0449	4.0000e-005	3.2000e-003	5.0000e-005	3.2500e-003	8.5000e-004	4.0000e-005	9.0000e-004	0.0000	3.3512	3.3512	3.0000e-004	0.0000	3.3576
Total	**3.7100e-003**	**4.4700e-003**	**0.0449**	**4.0000e-005**	**3.2000e-003**	**5.0000e-005**	**3.2500e-003**	**8.5000e-004**	**4.0000e-005**	**9.0000e-004**	**0.0000**	**3.3512**	**3.3512**	**3.0000e-004**	**0.0000**	**3.3576**

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					
Archit. Coating	0.3359					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0333	0.2108	0.1559	2.4000e-004		0.0181	0.0181		0.0181	0.0181	0.0000	20.9367	20.9367	2.7300e-003	0.0000	20.9939
Total	**0.3692**	**0.2108**	**0.1559**	**2.4000e-004**		**0.0181**	**0.0181**		**0.0181**	**0.0181**	**0.0000**	**20.9367**	**20.9367**	**2.7300e-003**	**0.0000**	**20.9939**

3.5 Architectural Coating - 2015

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	3.7100e-003	4.4700e-003	0.0449	4.0000e-005	3.2000e-003	5.0000e-005	3.2500e-003	8.5000e-004	4.0000e-005	9.0000e-004	0.0000	3.3512	3.3512	3.0000e-004	0.0000	3.3576
Total	**3.7100e-003**	**4.4700e-003**	**0.0449**	**4.0000e-005**	**3.2000e-003**	**5.0000e-005**	**3.2500e-003**	**8.5000e-004**	**4.0000e-005**	**9.0000e-004**	**0.0000**	**3.3512**	**3.3512**	**3.0000e-004**	**0.0000**	**3.3576**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures 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	2.8883	3.8712	26.5641	0.0110	0.4459	0.0479	0.4937	0.1206	0.0436	0.1643	0.0000	918.5444	918.5444	0.0509	0.0000	919.6133
Unmitigated	2.8883	3.8712	26.5641	0.0110	0.4459	0.0479	0.4937	0.1206	0.0436	0.1643	0.0000	918.5444	918.5444	0.0509	0.0000	919.6133

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	1,184.01	1,184.01	1184.01	1,179,498	1,179,498
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	1,184.01	1,184.01	1,184.01	1,179,498	1,179,498

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	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
Automobile Care Center	9.50	7.30	7.30	33.00	48.00	19.00	21	51	28
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

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

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	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					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	34.8794	34.8794	1.5800e-003	3.3000e-004	35.0136
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	34.8794	34.8794	1.5800e-003	3.3000e-004	35.0136
NaturalGas Mitigated	3.8000e-004	3.4400e-003	2.8900e-003	2.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	3.7503	3.7503	7.0000e-005	7.0000e-005	3.7731
NaturalGas Unmitigated	3.8000e-004	3.4400e-003	2.8900e-003	2.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	3.7503	3.7503	7.0000e-005	7.0000e-005	3.7731

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	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
Land Use	kBTU/yr	tons/yr										MT/yr					
Other Asphalt Surfaces	0	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
Parking Lot	0	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
Automobile Care Center	70277	3.8000e-004	3.4400e-003	2.8900e-003	2.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	3.7503	3.7503	7.0000e-005	7.0000e-005	3.7731
Total		**3.8000e-004**	**3.4400e-003**	**2.8900e-003**	**2.0000e-005**		**2.6000e-004**	**2.6000e-004**		**2.6000e-004**	**2.6000e-004**	**0.0000**	**3.7503**	**3.7503**	**7.0000e-005**	**7.0000e-005**	**3.7731**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	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
Land Use	kBTU/yr	tons/yr										MT/yr					
Parking Lot	0	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
Automobile Care Center	70277	3.8000e-004	3.4400e-003	2.8900e-003	2.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	3.7503	3.7503	7.0000e-005	7.0000e-005	3.7731
Other Asphalt Surfaces	0	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
Total		**3.8000e-004**	**3.4400e-003**	**2.8900e-003**	**2.0000e-005**		**2.6000e-004**	**2.6000e-004**		**2.6000e-004**	**2.6000e-004**	**0.0000**	**3.7503**	**3.7503**	**7.0000e-005**	**7.0000e-005**	**3.7731**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	90328.8	26.2777	1.1900e-003	2.5000e-004	26.3789
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	29568	8.6017	3.9000e-004	8.0000e-005	8.6348
Total		**34.8794**	**1.5800e-003**	**3.3000e-004**	**35.0136**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	90328.8	26.2777	1.1900e-003	2.5000e-004	26.3789
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	29568	8.6017	3.9000e-004	8.0000e-005	8.6348
Total		**34.8794**	**1.5800e-003**	**3.3000e-004**	**35.0136**

6.0 Area Detail

6.1 Mitigation Measures Area

	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	0.3064	1.0000e-005	9.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8500e-003	1.8500e-003	1.0000e-005	0.0000	1.9600e-003
Unmitigated	0.3064	1.0000e-005	9.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8500e-003	1.8500e-003	1.0000e-005	0.0000	1.9600e-003

6.2 Area by SubCategory

Unmitigated

	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
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0410					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2654					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-004	1.0000e-005	9.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8500e-003	1.8500e-003	1.0000e-005	0.0000	1.9600e-003
Total	**0.3064**	**1.0000e-005**	**9.8000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.8500e-003**	**1.8500e-003**	**1.0000e-005**	**0.0000**	**1.9600e-003**

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
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0410					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2654					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-004	1.0000e-005	9.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8500e-003	1.8500e-003	1.0000e-005	0.0000	1.9600e-003
Total	**0.3064**	**1.0000e-005**	**9.8000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.8500e-003**	**1.8500e-003**	**1.0000e-005**	**0.0000**	**1.9600e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	4.5201	0.0587	1.4200e-003	6.1926
Unmitigated	4.5201	0.0587	1.4200e-003	6.1935

7.2 Water by Land Use

Unmitigated

	Indoor/ Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	1.79695 / 1.10136	4.5201	0.0587	1.4200e-003	6.1935
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**4.5201**	**0.0587**	**1.4200e-003**	**6.1935**

7.2 Water by Land Use

Mitigated

	Indoor/ Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	1.79695 / 1.10136	4.5201	0.0587	1.4200e-003	6.1926
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**4.5201**	**0.0587**	**1.4200e-003**	**6.1926**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	14.8102	0.8753	0.0000	33.1907
Unmitigated	14.8102	0.8753	0.0000	33.1907

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	72.96	14.8102	0.8753	0.0000	33.1907
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**14.8102**	**0.8753**	**0.0000**	**33.1907**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	72.96	14.8102	0.8753	0.0000	33.1907
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**14.8102**	**0.8753**	**0.0000**	**33.1907**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

APPENDIX C – NORTH COAST REGIONAL WATER QUALITY CONTROL BOARD CONFIRMATION LETTER

California Water Boards

Edmund G. Brown Jr.
Governor

Matthew Rodriguez
Secretary for
Environmental Protection

North Coast Regional Water Quality Control Board

August 26, 2013

Mr. Scott Waite
Siskiyou County Department of Public Works
P.O. Box 1127
Yreka, CA 96097
[swaite@co.siskiyou.ca.us]

Subject: **No Further Action**
File: Siskiyou County Service Station, 1455D South Main St., Yreka;
Case No. 1TSI050

Dear Mr. Waite:

This letter confirms the completion of a site investigation and corrective action for the underground storage tanks formerly located at the above-described location. Thank you for cooperating throughout this investigation. Your willingness and promptness in responding to our inquiries concerning the former underground storage tanks are greatly appreciated.

Based on information in the above-referenced file, with the provision that the information provided to this agency accurately represents site conditions, this agency finds that the investigation and corrective action carried out at your site is in compliance with the requirements of subdivisions (a) and (b) of Section 25296.10 of the Health and Safety Code and corrective action regulations adopted pursuant to Section 25299.3 of the Health and Safety Code and that no further action related to the petroleum release at the site is required. This notice is issued pursuant to subdivision (g) of Section 25296.10 of the Health and Safety Code.

Claims for reimbursement of corrective action costs submitted to the Underground Storage Tank Cleanup Fund more than 365 days after the date of this letter or issuance or activation of the Fund's Letter of Commitment, whichever occurs later, will not be reimbursed unless one of the following exceptions applies:

- Claims are submitted pursuant to Section 25299.57, subdivision (k) (reopened UST case); or

- Submission within the timeframe was beyond the claimant's reasonable control, ongoing work is required for closure that will result in the submission of claims beyond that time period, or that under the circumstances of the case, it would be unreasonable or inequitable to impose the 365-day time period.

Please contact Cody Walker of my staff at (707) 576-2642 or by email at cody.walker@waterboards.ca.gov, if you have any questions regarding this matter.

Sincerely,

for Matthias St. John
Executive Officer

130826_CSW_er_siskiyou_dpw.yreka.NFA

cc: Mr. Rick Dean, Siskiyou County Health Department [rdean@co.siskiyou.ca.us]
Mr. Bryan Gartner, Lawrence and Associates [bgartner@lwrnc.com]
Mr. Jason Darrow, Siskiyou County Economic Development,
[Jason@siskiyoucounty.org]

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