

YREKA PLANNING COMMISSION  
**SPECIAL MEETING AGENDA**  
Thursday May 26, 2016 @ 6:30 p.m.  
Yreka City Council Chamber – 701 Fourth Street, Yreka, Ca.

Call to Order

Pledge of allegiance

Conflict of Interest Declaration – Planning Commissioners

**PUBLIC COMMENTS:** This is the time for public comments. Commissioners may ask questions but may take no action during the public comment section of the meeting, except to direct staff to prepare a report or place an item on a future agenda. If you are here to make comments on a specific agenda item, please speak at that time. If not, this is the time. Please limit your remarks to 5 minutes.

**SPEAKERS:** Please state your name and mailing address so that City Staff can respond to you in regard to your comments, or provide you with information, if appropriate. You are not required to state your name and address if you do not desire to do so.

1. Discussion/Possible Action – Consideration of proposed Conditional Use Permit #4265 and Initial Study/Mitigated Negative Declaration (IS/MND) # 2016-30 for the construction, establishment and operation of a concrete batch plant, complete with a small portable office trailer, aggregate storage area, truck and auto parking, precast concrete area, and concrete truck washout basin on an existing site. Property Location – 319 S. Phillippe Lane, Yreka, California, M-2 (Heavy Industrial) Zone & I (Industrial) General Plan Designation. Assessor’s Parcel Number 053-681-240.

Project applicant is Sousa Ready Mix LLC  
Project Number: Conditional Use Permit # 4265

- a. Staff Report
- b. Public Hearing
- c. Decision
  - Mitigated Negative Declaration # 2016-30
  - Adopt Planning Commission Resolution # 2016-10 Approval of Conditional Use Permit # 4265 at 319 S. Phillippe Lane (053-681-240).

City Manager Report

Adjournment

Decisions of the Planning Commission may be appealed to the City Council by filing a written notice of appeal within 10 calendar days of the decision. Appeal must be submitted to the City Clerk’s office together with the appeal fee of \$150.00 plus publication fee if required.

If you challenge any action taken pursuant to the California Environmental Quality Act, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Planning Department at, or prior to, the public hearing. (Public Resources Code Section 21177)

All documents produced by the City which are related to an open session agenda item and distributed to the Planning Commission are made available for public inspection in the City Clerk's office during normal business hours.

In compliance with the requirements of the Brown Act, notice of this meeting has been posted in a public accessible place, 72 hours in advance of the meeting.

*In compliance with the Americans with Disabilities Act, those requiring accommodations for this meeting should notify the City Clerk 48 hours prior to the meeting at (530) 841-2324 or by notifying the Clerk at [casson@ci.yreka.ca.us](mailto:casson@ci.yreka.ca.us).*

**NOTICE CONCERNING YOUR LEGAL RIGHTS:** If you object to a decision by the City Council/Planning Commission to approve or deny a use permit or variance for a project the following requirements and restrictions apply: 1) No lawsuit challenging a City decision to deny (Code Civ. Proc. §1094.6(b)) or approve (Gov. Code 65009(c)(5)) a use permit or variance may be filed more than 90 days after the date the Notice of Decision of the action of the City Council is mailed. Any lawsuit not filed within that 90-day period will be barred. 2) In any lawsuit that may be filed against a City Council decision to approve or deny a use permit or variance, the issues and evidence will be limited to those raised by you or someone else, orally or in writing, at a public hearing or prior to the close of the last public hearing on the project.



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**CITY OF YREKA**  
**PLANNING COMMISSION AGENDA MEMORANDUM**

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To: Yreka Planning Commission

From: Steven Baker, City Manager  
Liz Casson, City Clerk

Prepared by: Scott Friend, AICP, Contract Planner

Agenda Title: A request from Sousa Ready Mix for the approval of a Conditional Use Permit to allow for the construction of a concrete batch plant, complete with a small portable office trailer, aggregate storage area, truck and auto parking, precast concrete area, and concrete truck washout basin on an existing site zoned with the M-2, Heavy Industrial zone district.

Applicant: Sousa Ready Mix, LLC.  
Location: 319 South Phillippe Lane  
Assessor's Parcel Number(s): 053-681-240  
Zoning: M-2, Heavy Industrial  
General Plan Designation: I, Industrial  
Project Numbers: Conditional Use Permit (CUP) #4265, Mitigated Negative Declaration (MND) #2016-30

Meeting date: May 26, 2016

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Summary:

The City has received a Conditional Use Permit (CUP) application from Sousa Ready Mix, LLC. to construct and operate a new concrete batch plant operation on approximately 4.26 acres at 319 South Phillippe Lane (**Attachment A – Conditional Use Permit Application**). A CUP is required in the M-2, Heavy Industrial zoning district to allow heavy industrial uses which may “*be objectionable by reason of noise, smoke, odor, dust, noxious gases, glare, heat, fire hazard, traffic, vibration, storage or handling of explosives or other dangerous material, or other nuisance factors*” (Yreka Municipal Code Section 16.42.070). As a result of the potential use characteristics of the proposed project, staff has determined that a Conditional Use Permit is necessary for the proposed project.

City staff has reviewed the application and recommends the adoption of Conditions of Approval addressing the potential negative operational attributes of the proposed project. Based upon the incorporation of the Conditions of Approval (**Attachment D – Findings and Conditions of Approval**) and Mitigation Measures outlined in the Initial Study prepared for the project (**Attachment E – Mitigation Monitoring Program**), staff is recommending that the Planning Commission approve the Conditional Use Permit.

A Mitigated Negative Declaration (**Attachment F – Initial Study / Mitigated Negative Declaration**) has been prepared for the project and no significant un-mitigable impacts have been identified. As such, staff is recommending approval of the Mitigated Negative Declaration for the project.

## Background:

The project site is located on the west side of South Phillippe Lane between Oberlin Road and State Route 3/Montague Road in the incorporated area of the City of Yreka and inside of the area known as the Yreka industrial park. The proposed project site is a vacant, previously disturbed lot that has been graded and used for storage of recycled concrete. The site is surrounded by industrial uses, including the Belcampo Meat Processing Plant to the north, Siskiyou Distributing to the west, Shasta Forest Products to the east, and the Fruit Growers small-log lumber mill to the south. The nearest residential properties are two single-family homes located approximately one-half of a mile west of the project site.

The project requires the approval of a Conditional Use Permit, pursuant to City Municipal Code Section 16.42.070, to allow for the construction of a concrete batch plant complete with a small portable office trailer, aggregate storage area, truck and auto parking, precast concrete area, and concrete truck washout basin. Future development plans for the site include the construction of a shop building and truck scales. The office would be portable and inclusive of restroom facilities, a break room, and batch plant control room. The primary use at the site would be the production of ready mix concrete; wholesale aggregate sales and the fabrication of precast concrete products are proposed as secondary uses dependent on the sales generated from ready mix concrete.

Yreka Municipal Code (YMC) Chapter 16.42 states that heavy industrial or manufacturing uses which may be objectionable by reason of noise, smoke, odor, dust, noxious gases, heat, fire hazard, traffic, vibration, storage or handling of explosives or other dangerous material, or other nuisance factors are permitted with a Conditional Use Permit in the M-2, Heavy Industrial zoning district. Due to the potential of nuisance factors from the proposed use, a Conditional Use Permit is required.

The project applicant is proposing to demolish an existing shed and construct a new 400 square foot office building, 450 square foot plant, and 2,400 square foot shop building for a total of 3,250 square feet of new structures/building additions. The total building coverage (office + shop building) at the site would be 2,800 square feet, with 3,659 square feet of landscaped area and 22,533 square feet of paved surface area for a total project site coverage of 28,992 square feet (15.5 percent of the total lot area). The project proposes five (5) on-site parking spaces to accommodate for 3 to 5 employees and 2 daily visitors.

Direct access to the site is currently provided from South Phillippe Lane via a sixty foot wide easement between adjacent parcels at the south-eastern edge of the project site. Ready mix concrete would be transported to and from the site primarily via SR 3/Montague Road. The applicant anticipates that project operations would result in an average of 14 truck deliveries per summer day with a peak summer season maximum of 50 daily truck deliveries. During the winter season, this number would be reduced or stopped, depending on weather and customer demand for concrete supplies. Truck deliveries would continue as needed all year and once they leave the project site, the trucks would drive north on South Phillippe Lane to access SR 3, then drive west to Interstate 5 before heading either north or south. The project sites road frontage at South Phillippe Lane is improved with the exception of sidewalks (e.g. pavement, curb and gutter). There are two paved travel lanes, a left turn center lane, curb, gutter, sewer, water, underground storm drain and storm drain inlets present.

Once construction is completed, the concrete batch plant facility will need the flexibility to operate 24 hours a day, 7 days a week in order to adequately service clients and supply concrete for nighttime construction

projects. Although these will not be the typical daily operating hours, nighttime operations and deliveries will be required about once a month, on average (*per applicant input*).

City of Yreka wastewater and potable water lines having capacity to serve the project are currently available in South Phillipe Lane adjacent to the project site; the site has existing curb and gutter street improvements but does not have sidewalk street improvements along its frontage with South Phillipe Lane; and, all dry utilities (power, telco, etc.) are currently available on, or adjacent to, the project site.

Discussion/Analysis:

*M-2, Heavy Industrial Development Standards:*

As noted above, the proposed project site is located in the M-2, Heavy Industrial Zoning District. Development regulations for the M-2, zone district require setbacks of 20 feet in the front, 20 feet on the side, and 10 feet in the rear; a maximum lot coverage of up to 75 percent; and a maximum building height of 45 feet. All of the proposed buildings meet the setback requirements of the zone district. The proposed buildings, including the future shop and silo buildings, total 4,506 sq. ft. (0.1 acre) lot coverage on the approximately 4.26 acre site. The project meets the City's maximum lot coverage standards. The following are the heights of the proposed buildings:

- Office – 10 feet
- Plant – 47 feet
- Aggregate Bins – 12 feet
- Silo – 50 feet
- Future Silo – 50 feet
- Future Shop Building – 20 feet

The Plant and Silos do not meet the M-2 zoning district's maximum height restriction of 45 feet. However, Yreka Municipal Code Section 16.42.070 Conditional Uses allows for the exceedance of height restrictions with approval of a Conditional Use Permit. Section 16.42.070 is as follows:

16.42.070 - Conditional Uses.

The following uses are permitted in the M-2 Zone District upon approval and validation of a conditional use permit, in addition to any other permits or licenses required for the use:

- A. Buildings and structures over forty-five (45) feet in height.
- B. All uses conditionally permitted in the M-1 Zone District except residential.
- C. Heavy industrial or manufacturing uses, which may be objectionable by reason of noise, smoke, odor, dust, noxious gases, glare, heat, fire hazard, traffic, vibration, storage or handling of explosives or other dangerous material, or other nuisance factors.

Approval of the CUP would permit the construction of the Plant and Silo buildings to a height of 47 feet and 50 feet, respectively.

*Traffic:*

The proposed project is requesting the flexibility to operate on a seven days a week / 24-hours per day schedule in order to adequately service clients and supply concrete for nighttime construction projects. Although these will not be the typical daily operating hours, nighttime operations and deliveries will be required about once

a month, on average. Primary access to the project site would be provided from South Phillippe Lane via a sixty foot wide easement between adjacent parcels at the south-eastern edge of the project site. Ready mix concrete and pre-cast concrete products would be shipped to and from the site primarily via SR 3/Montague Road. The applicant anticipates that project operations would result in an average of 5 to 7 truck deliveries per day; however, during the peak summer season, deliveries could be as frequent as 50 truckloads a day. Overall, summertime deliveries would average higher than wintertime deliveries, ranging from 14 deliveries a day in September and October to as low as zero or 1 to 2 deliveries in the dead of winter. These outgoing trucks would operate all year and once they leave the project site, would drive north on South Phillippe Lane to access SR 3/Montague Road, then drive west to Interstate 5 before heading either north or south. Based upon the CEQA Initial Study traffic analysis, the vehicle trips (cars and trucks) associated with the project do not reach the capacity of the existing street infrastructure or trigger a level of service threshold when added to the existing traffic on South Phillippe Lane. It is anticipated that traffic volumes will be substantially reduced during winter months due to weather related hazards and operational constraints.

General Plan Circulation Element Program CI.4.F states that traffic impacts are considered significant if they result in traffic volumes that exceed the “environmental capacity” of average daily trips (ADT), which is defined as greater than 2,500 ADT on collector facilities like South Phillippe Lane and greater than 5,000 ADT on arterial facilities like SR 3/Montague Road. The proposed project would result in a maximum of 124 vehicle trips per day. This includes 50 daily truck deliveries in the summer season as well as employee and visitor trips. The project anticipates 3 to 5 employees accessing the site each day as well as 2 visitors. Assuming that every employee travels to the site via automobile as the sole passenger and that each employee would leave the site for a lunch break before returning, each project employee would represent four trips and each visitor would represent two trips. Therefore, project employee and visitor trips would result in an average 24 trips daily year-round, while delivery truck trips during peak season (summertime) would equate to an average of 100 trips daily. This equates to a total of 124 daily vehicle trips (5 employees and 2 visitors coming and going and 50 ready mix concrete trucks coming and going  $[(5 \times 4) + (2 \times 2) + (50 \times 2)]$ ).

According to the CEQA initial Study analysis completed for the project, the most recent traffic data for South Phillippe Lane shows that 701 traffic trips are accommodated daily. The addition of a maximum 100 truck daily trips (during peak season) and 24 employee/visitor daily trips for a total of 124 maximum daily trips to the existing daily traffic on South Phillippe Lane would not surpass the City General Plan threshold of 2,500 ADT for a collector roadway  $[701 \text{ existing daily trips} + 124 \text{ project daily trips} = 825]$ .

According to Caltrans’ (2013) inventory of traffic volumes on the California highway system, the segment of SR 3/Montague Road between South Phillippe Lane and Interstate 5 currently accommodates an average of 2,200 traffic trips per day. The addition of the maximum 100 haul truck daily trips and 24 employee/visitor daily trips for a total of 124 maximum daily trips to the existing daily traffic on SR 3/Montague Road would not surpass the City General Plan threshold of 5,000 ADT for an arterial roadway  $[2,200 \text{ existing daily trips} + 124 \text{ project daily trips} = 2,324]$ .

*Parking:*

The required parking for industrial uses is one space for each employee of the maximum working shift [YMC Section 16.54.020 (A)(2)]. The project anticipates a maximum of 5 employees on-site. The project includes the development of 5 parking spaces and therefore meets the City’s parking requirements.

*Lighting:*

There are currently two street lights along South Phillippe Lane, but they do not provide adequate light to the project site. For site security and safety, the project proposes to implement lighting at the office door, employee parking area, bay doors of the shop, as well as the truck parking area. The proposed lighting for the structures will be attached to the building(s), and pole lighting will be used in the parking areas. However, a formal lighting plan for the project has not been submitted or reviewed by staff. As specified in YMC Section 16.46.060, outdoor lighting should not cause unreasonable glare to adjoining properties or cause sky-reflected glare if practical. YMC Section 16.54.110 requires that all lighting in the loading area be redirected away from abutting properties so as not to cause glare or light intrusion issues. A mitigation measure is listed in the Mitigation Monitoring Plan that requires all outdoor lighting to be shielded and directed inward on the project site. Additionally, a Condition of Approval has been included for the project that requires the pre-construction submittal of a site lighting plan, to be approved by the City Manager, compiling with the provisions of the YMC and identifying that all exterior lighting be directed downward to the ground and shielded and specifying a maximum off-site light escape level of one foot-candle at the property line where practicable.

*Noise:*

The proposed facility will be a generator of new noise in the project area. While noise levels resulting from the project are not expected to be great or inappropriate for the area, they will inevitably be greater than under existing conditions (i.e., an undeveloped parcel). The proposed facility will result in both new short-term and long-term noise from both stationary equipment (operation of the concrete batch plant) and mobile equipment (vehicles). However, as detailed in the Initial Study, the distance separating the noise generating equipment from the nearest sensitive receptor (2,400 feet) will result in the project meeting the City's General Plan noise thresholds for both long-term and stationary sources. The nearest noise-sensitive land use are two single-family homes located approximately 2,400 feet to the west of the proposed concrete batch plant. The maximum allowable noise level for residential land uses under the City's General Plan Noise Element is 50 dBA. The predicted exterior average-hourly noise levels would be approximately 42.7 dBA at the nearest residential land uses.

For short-term noise, the City's General Plan establishes both a short-term noise standard (50dBA) as well as an exemption from the short-term noise standard for construction-related activities. Based upon the analysis included in the Initial Study, the loudest short-term noise generating events will involve project short-term construction activities which are limited to the time period from 7:00am to 5:00pm and which are exempt from City noise standards. Following the conclusion of the initial construction phase, no noise-level thresholds of significance will be exceeded for operational actions.

*Landscaping and Frontage Improvements:*

The project applicant has submitted a landscaping plan in support of the project application. The Plan includes a 3,659 square foot landscape area in a sloped area adjacent to the site's South Phillippe Street frontage. Within this area, the applicant proposes to include five (5) trees (Honey Locust, London Plane Tree, and Western Hackberry) and thirty (30) shrubs (Lavender, Oregon Grape, and Rosemary) as well as retain existing grass and replant new grass in the bare areas.

YMC Section 16.52.030(A) requires five percent of the parking area to be planted with trees, shrubs and ground covers. The parking area for the proposed project includes five spaces and a total area of 180 square

feet. Five percent of 180 square feet equates to nine (9) square feet. The proposed project does not include any parking lot landscaping. However, a condition of approval has been added to require the installation of parking area landscaping in compliance with the City Code.

For uses requiring less than 10 parking spaces, such as the proposed project, YMC Section 16.52.030(C) requires trees, shrubs and/or ground covers, in an area of not less than two percent (2%) of the total lot area. The total lot area of the project is 4.26 acres or 185,565.6 square feet. Two percent of this area would be 3,711.3 square feet. As such, the proposed landscaping area does not meet the minimum landscaping area. As such, the project has been conditioned to provide an additional 52.3 square feet of landscaping area. With the conditions of approval regarding landscaping, the site will be consistent with City policy and represent a significant streetscape improvement for the site.

YMC Section 11.24.030 requires the installation of curbs, gutters, sidewalks and driveway approaches for any building or any major building improvement amounting to twenty thousand dollars or more (value determined by the building official) in any zoning district, except R-A, along all street frontage adjoining the property. The project site has existing curbs and gutters along the street frontage. The proposed project includes the development of a sidewalk along South Phillippe Lane. However no specification as to the construction of the sidewalk is included with the application submittal package. The project would also be required to construct a City approved driveway approach from South Phillippe Lane onto the project site. The project has been conditioned to construct the sidewalk and the driveway approach to the current City street improvement standards.

#### *Utilities:*

As further described in Sections 4.14 and 4.17 of the Initial Study, the project is located within the incorporated area of the City and is served by City water and wastewater services. The South Phillippe Lane street frontage is fully improved with curb, and gutter along the full length of the project site and all dry utilities (cable, phone, electric, etc.) are available at or in direct proximity to the site. Comments were solicited from all utility and public service providers as part of the review of the project and no comments were received indicating that any service issues exist at the site.

#### *Summary:*

The purpose of the Heavy Industrial (M-2) zoning district is to “serve as a heavy industrial district, permitting those heavy industrial and manufacturing uses which have operational characteristics which could potentially be objectionable to the adjacent and nearby neighborhood. Such uses may include batch plants . . .” (YMC Chapter 16.42). The intent of the district is to provide an area within the city for heavy industrial and manufacturing uses to provide for the heavy industrial and manufacturing needs of the area. The use permit is required for heavy industrial or manufacturing uses which may be objectionable by reason of noise, smoke, odor, dust, noxious gases, glare, heat, fire hazard, traffic, vibration, storage or handling of explosives or other dangerous material, or other nuisance factors. Per YMC Section 16.44.040, a use permit can be granted by the Planning Commission if the use is found to not be materially detrimental to the health, safety, peace, morals, comfort and general welfare of persons residing or working in the neighborhood; if the use is found not to be materially detrimental to property or improvements in the neighborhood; and, if the use is found not to be materially detrimental to the general welfare of the city.

Based in-part upon the analysis presented in the CEQA Initial Study and the Findings and Conditions of Approval provided in **Attachment D – Findings and Conditions of Approval for CUP #4265**, staff is

recommending that the Planning Commission approve the request for a Conditional Use Permit based upon the belief that the proposed concrete batch plant will not generate any significant and un-mitigated environmental impacts; that the proposed use is consistent with the existing uses in the surrounding area and consistent with the historic use of the site; that the addition of new jobs and new revenue to the City and region will be beneficial to the City and community as a whole; that the project meets or has been conditioned to meet the standards and guidelines established by the City for the zone district; and, that the proposed project meets the intent of the M-2 zoning district and would contribute to the on-going viability of the surrounding industrial area.

#### Environmental Analysis and Determination:

A Mitigated Negative Declaration was prepared for this project consistent with the requirements of the California Environmental Quality Act (CEQA) and has been included with this staff report as **Attachment F – Initial Study/Mitigated Negative Declaration**. The mitigated negative declaration was prepared pursuant to Sections 15070-15075 of the CEQA Guidelines and Title 19 *Environmental Impact Procedure* of the YMC. The public comment period for the Mitigated Negative Declaration was May 2, 2016 to May 23, 2016. The document was circulated to the public for a twenty-one day (21-day) public review period and was posted at the Siskiyou County Clerk-Recorder's office, at City Hall and was made available for review on the City's website. At the time this staff report was published, no comments had been received on the document.

The analysis in the document concluded that there were less than significant impacts with mitigation incorporated in the Aesthetics (**Attachment F, pg. 4.0-1**), Air quality (**Attachment F, pg. 4.0-6**), Cultural Resources (**Attachment F, pg. 4.0-14**), and Hazards and Hazardous Materials (**Attachment F, pg. 4.0-24**) subsections. The impacts and mitigation measures can be found in **Attachment E – Mitigation Monitoring Program**. The initial study indicates that there is no substantial evidence, in light of the whole record before the Planning Commission, that the project will have a significant effect on the environment if the mitigation measures are adopted and implemented. In order to approve the environmental determination of a mitigated negative declaration, the Planning Commission must adopt the findings in **Attachment C**, the Mitigated Negative Declaration, and the Mitigation Monitoring Program.

#### Staff Recommendation:

Staff recommends that the Planning Commission adopt Mitigated Negative Declaration #2016-30, the Mitigation Monitoring Program, and the Findings of Approval presented in **Attachment C**. Staff also recommends that the Commission grant approval of the Conditional Use Permit through adoption of Planning Commission Resolution #2016-10 for Conditional Use Permit #4265 subject to the Findings and Conditions of Approval presented in **Attachment D** permitting the construction and operation of a new concrete batch plant by Sousa Ready Mix, LLC. at 319 South Phillippe Lane.

Staff recommends that the Planning Commission utilize the following process for the consideration of this matter:

1. Accept a presentation of the project by staff;
2. Open the public hearing and take public testimony;
3. Close the public hearing and initiate consideration of the project by the Planning Commission; and
4. Motion and vote by the Planning Commission.

If the Planning Commission determines that it intends to approve the proposed project as requested in the application for CUP #4265, staff presents the following motions for consideration:

1. Mitigated Negative Declaration #2016-30:

*I move that the Planning Commission determine that the contents of the Mitigated Negative Declaration and the procedures through which it was prepared, publicized, and reviewed comply with the provisions of the California Environmental Quality Act, State CEQA Guidelines, and Title 19 Environmental Impact Procedure of the Yreka Municipal Code and that the Planning Commission adopt the findings in Attachment C, approving the Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program prepared for the project.*

2. Conditional Use Permit #4265:

*I move that the Planning Commission adopt Planning Commission Resolution #2016-10 making the findings and subject to the Conditions of Approval presented as Attachment D, and approve Conditional Use Permit #4265, a request to allow for the operation of a new concrete batch plant.*

**Attachments:**

**Attachment A** – Conditional Use Permit Application

**Attachment B** – Site Plan

**Attachment C** – Findings of Approval for MND #2016-30

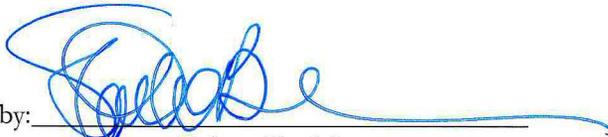
**Attachment D** – Findings and Conditions of Approval for CUP #4265

**Attachment E** – Mitigation Monitoring Program

**Attachment F** – Initial Study/Mitigated Negative Declaration

**Attachment G** – Planning Commission Resolution 2016-10

Approved by: \_\_\_\_\_



Steven Baker, City Manager

CITY OF YREKA
PLANNING DEPARTMENT APPLICATION

CITY FEES:

- Use Permit - Administrative approval...\$ 75.00
Minor Conditional Use Permit - P.C. approval... \$150.00
Moderate Conditional Use Permit - P.C. approval...\$200.00
Major Conditional Use Permit - P.C. approval...\$500.00 deposit/cost
Public Hearing...\$ 75.00 (Minimum fee) deposit/cost
P.H. - Project notice circulation, 1-20 notices...\$ 25.00
P.H. - 21 or more notices...\$25.00 plus 1.00/parcel over 20
E.R. - Preliminary review...\$ 50.00
E.R. - Negative Declaration...\$ 200.00 deposit/cost
E.R. - Mitigated Negative Declaration... Actual cost
Environmental Impact Report... Actual cost
Site Plan Review - (No Use permit required)...\$ 200.00 deposit/cost
Site Plan Review - (Use permit required)...\$ 200.00 deposit/cost
Lot Line Adjustment (BLA) - Administrative approval...\$ 200.00

- Annexation...\$ 750.00 deposit/cost
Appeals - Planning Commission...\$ 100.00
Appeals - City Council...\$ 150.00 plus publication
Certificates of Compliance...\$250.00 deposit/cost
Reversion to Acreage...\$ 500.00 deposit/cost
General Plan Amendment...\$ 750.00 deposit/cost
Rezone...\$ 750.00 deposit/cost
Planned Unit Development...\$ 750.00 deposit/cost
Variance...\$250.00 deposit/cost
Other \$

STATE FISH AND WILDLIFE FEES\*:

- County Clerk Processing Fee...\$ 50.00 actual cost
Fish and Wildlife fee \* \$
Other \$

DATE: 9-25-15

ASSESSOR'S PARCEL NUMBER: 053-681-240

APPLICANT: Sousa Ready Mix, LLC

TELEPHONE NUMBER: 530-926-4485

APPLICANT ADDRESS: P.O. Box 157, Mt. Shasta, CA 96064

IF OTHER THAN APPLICANT, NAME OF PROPERTY OWNER: Same as applicant

PROPERTY OWNER ADDRESS: Same as applicant

PROJECT LOCATION: Property is on east side of S. Phillipe Land approx. 510 ft. north of railroad crossing.

DESCRIPTION OF PROPOSED PROJECT: The application is for the permitting of a concrete batch plant, wholesale aggregate sales, and the production of pre-cast concrete products on the property. The batch plant area includes a portable batch plant, aggregate bins, silo(s) and an office. A future shop building is proposed as well as future truck scales.

I agree to abide by all of the ordinances of the City of Yreka, state law, and federal law; and I authorize city representatives to enter upon the above mentioned property for inspection purposes, and to record any notice of code violation pursuant to Y.M.C. Ch. 11.40 and/or Ch. 16.08 with the office of the Siskiyou County Recorder.

I certify that I have read this application and state that the above information is correct. I agree to comply with any terms or conditions of any entitlement issued or permitted by the City pursuant to this application.

\*In the event the project's effect on natural resources or wildlife is other than negligible, State Fish and Wildlife requires an additional fee of \$3,069.75 if an Environmental Impact Report is prepared or \$2,210.00 for a Negative Declaration. These fees are subject to change and the applicant is responsible for payment of the fees in full. If required, the permit cannot be issued until such time as the fee is paid. A project that is Statutorily or Catorgically exempt requires no further fees.

APPLICANT SIGNATURE: [Signature]

PROPERTY OWNER'S SIGNATURE: (REQUIRED) [Signature]

Property Owner's Acknowledgement of application submittal

\*\*\*TO BE COMPLETED BY CITY STAFF:

\*\*\* DATE APPLICATION RECEIVED AS COMPLETE:

\*\*\* ZONE: M-2

\*\*\* GENERAL PLAN DESIGNATION: I

\*\*\* PERMIT NUMBER: 4265

City of Yreka Use Permit Application  
Description of Project

To:  
Yreka Planning Commission  
701 Fourth Street  
Yreka, CA 96097

Honorable Planning Commissioners:

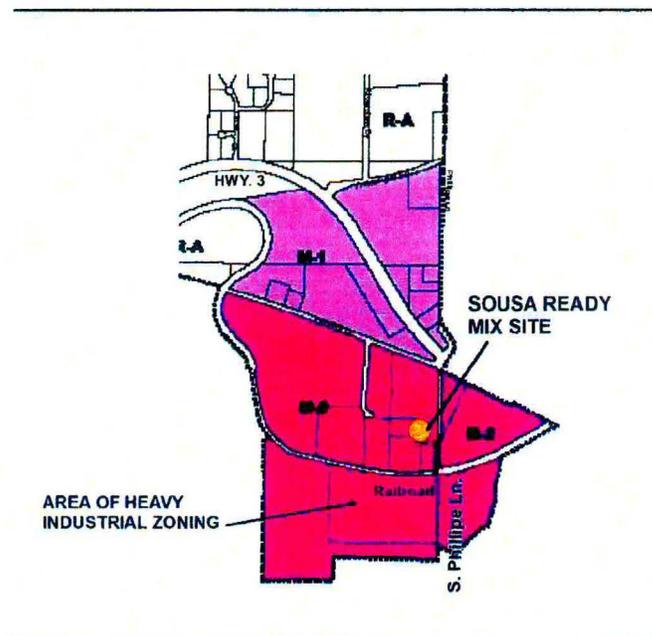
Sousa Ready Mix is submitting a use permit application for a concrete batch plant, wholesale aggregate sales and the ability to fabricate pre-cast concrete products. The main activity at our site is the production of ready mix concrete. The other two uses are more niche markets and are dependent on our ability to sell ready mix concrete.

Our property is 4.26 acres of land along the west side of South Phillippe Lane about 500 feet north of the Yreka Western Railroad lines. Our neighbors include the Belcampo Meat Processing plant to the north, Siskiyou Distributing to the west and Shasta Forest Products to the east (on the other side of S. Phillippe Lane). The Fruit Growers lumber mill which is currently under construction is to the south on the other side of the tracks.

Sousa Ready Mix chose this location since it is the only area in the city with heavy industrial zoning which is a requirement for the locating of a concrete batch plant. Other factors influencing our decision are the availability of public water and sewer in South Phillippe Lane, ready access to State Highway 3 to the north and our uses being compatible with those of the adjacent neighbors.

Figure 1 shows the location of our property in the city and the properties zoning.

FIGURE 1 CITY ZONING



## Nature of Use

This property is currently bare, with the exception of some concrete foundations and an abandon "scale shack". At one time it was used to store lumber for the Hi-Ridge lumber company. Old photographs show a rail siding on the property but those tracks are gone.

Future uses will be a ready mix concrete batch plant, small portable office trailer, aggregate storage area, truck and auto parking, precast concrete area, concrete truck washout basin with the potential for a future shop building and truck scales. In the future wholesale aggregates sales are anticipated.

We propose installing a portable concrete batch plant at this location. We request however to have the right to install a permanent structure should we desire so at a future date. Portable and stationary plants are similar in their components. The main difference is a portable unit can be transported on a highway while the other has to be disassembled. The actual operation of a ready mix plant is as follows:

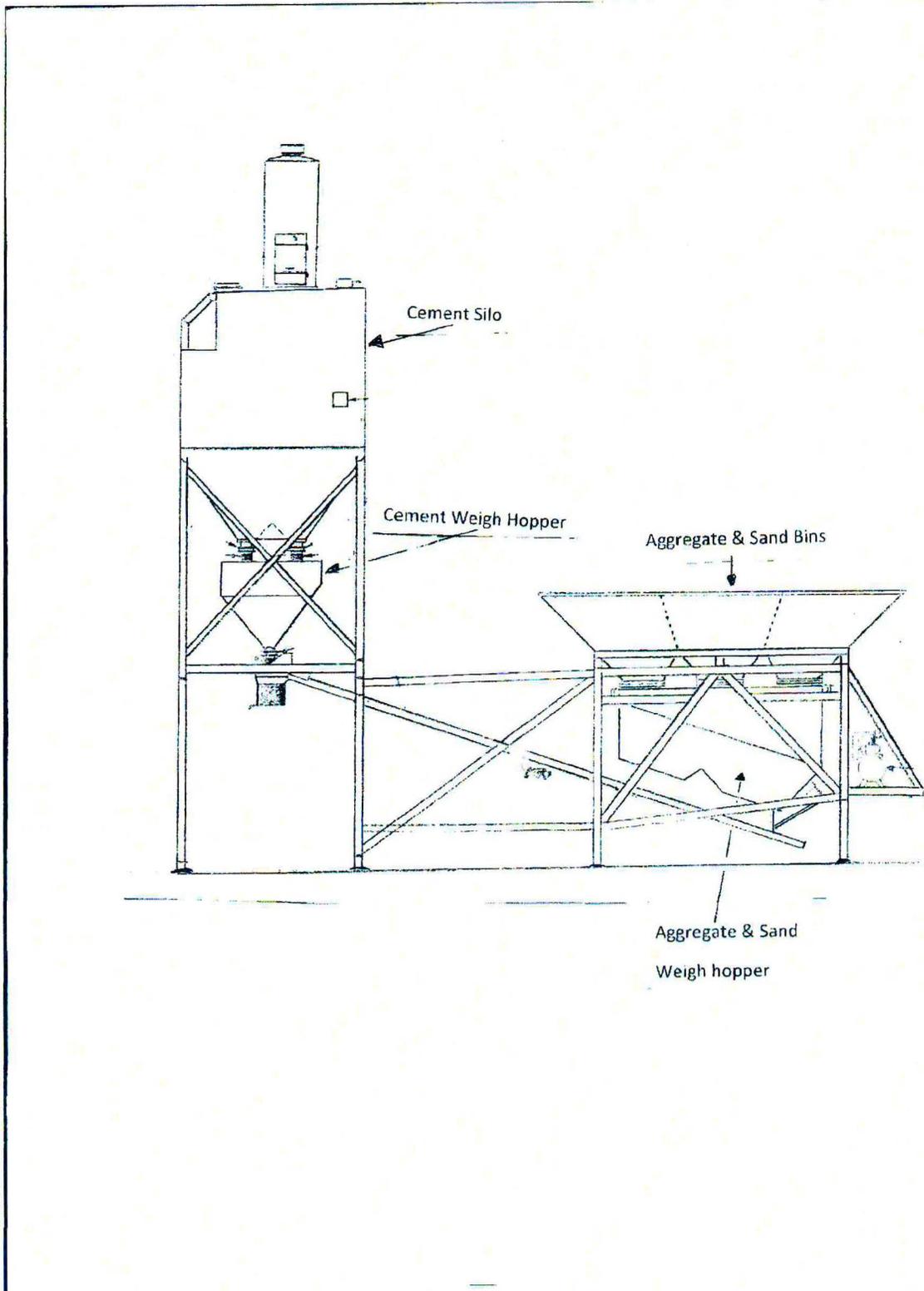
Aggregates and sand are loaded into the batch plant bins via a front end loader from stockpiles and conveyor belts from the ground level to the bin top. These holding bins release aggregates and sand into the weighing hopper. All aggregates and sand are weighed for each batch of concrete. Simultaneously, cement is released from the storage silo through a material valve into the cement weigh hopper.

About 75 percent of the concrete mixing water is metered into the ready mix truck prior to loading of the aggregates, sand and cement.

The aggregates and sand are released from the weigh hopper and delivered to the ready mix truck via a belt conveyor. As the aggregates are being loaded into the truck the cement is released from the cement weigh hopper and falls into the ready mix truck also. After all the aggregates and sand are loaded the remaining batch water is metered into the ready mix truck.

After loading, the ready mix truck mixes the concrete, moves to a wash station for cleaning of the loading fines inside of the drum and cleaning of any latent solid material that may be on a fender or outside of the truck.

FIGURE 2 TYPICAL PORTABLE CONCRETE BATCH PLANT LAYOUT



There are several benefits to the City of Yreka to grant a use permit for this project. First, Sousa Ready Mix has sold over 2,756 cubic yards of concrete in Yreka and the surrounding area last year (2014). These projects included the Tractor Supply building, Fruit Growers Supply mill construction, and the Bison Ranch to name three. In the recent years Sousa Ready Mix supplied all the concrete for the Belcampo meat processing plant on Phillipe Lane. All this concrete was placed in Yreka without the city benefiting for sales tax revenue.

Yreka and the surrounding area will benefit from the economic stimulus of having another well run business in the community. Hardware stores, material supply stores and fuel supply are needed to build, maintain and operate a ready mix batch plant. With employees comes the need for grocery stores, restaurants, recreation and housing.

#### Hours and Type of Operation

Sousa Ready Mix is a customer driven business, we are considered a service and supplier to the construction industry. That understood, contractors order concrete at all times of the day and night, week-day and weekend. Recently Sousa Ready Mix delivered concrete to Nor Cal in Yreka at night for a foundation that could only be poured when no one was working in that area. We have delivered concrete to the Forest Products mill on Phillipe Lane on a Saturday. Many Caltrans concrete pours are at night. The pile caps on the I-5 Lakehead Bridge, now under construction require continuous concrete placement for over 24 hours.

Sousa Ready Mix needs to be able to supply concrete 7-days a week, 24 hours a day. Understand this will not be the typical operating hours but in order to service all the customers in the county Sousa Ready Mix needs the flexibility to operate 24-7. Based on the operation of our Mt. Shasta Ready Mix plant, nighttime operations occur about twelve times a year or once a month. Looking forward to future projects the construction of the new Siskiyou County Courthouse may require nighttime concrete pours to prevent congestion downtown and because of a requirement of a continuous pour. Likewise, the construction of the new gymnasium at Yreka High School may require nighttime concrete to meet their construction schedule.

#### Traffic

The number of concrete ready mix trucks per day is based on the amount of concrete ordered from Sousa Ready Mix. Historically Sousa Ready Mix averages 6 cubic yards of concrete per delivery. This is a multi-year average for Sousa Ready Mix. Our ready mix trucks can haul up to 10 cubic yards but the average load is only 6 cubic yards.

Sousa Ready Mix estimates supplying 6,000 to 8,000 cubic yards of concrete per year from the South Phillipe Lane location. This results in 1,000 to 1,330 deliveries a year or about 5 to 7 deliveries per day,

assuming 202 working days in the year. Peak daily deliveries could be as high as 50 if 1000 cubic yards of concrete were ordered for that day, such as a large bridge foundation or the basement of the new County Courthouse.

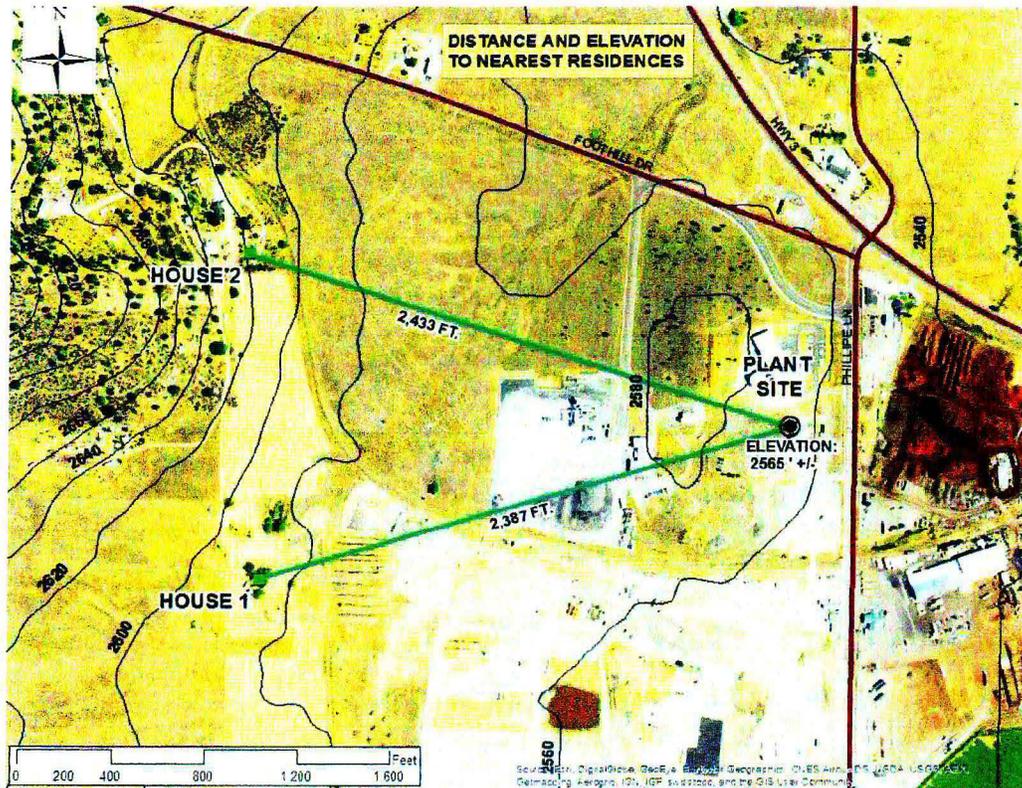
Summer time deliveries will average higher than winter time deliveries, a range of 14 deliveries a day in September and October and as low as zero to one or two in any one day in the dead of winter. Perhaps this puts into perspective the possible maximum of 50 deliveries in one day and an average of about 14 deliveries in a day.

Sousa Ready Mix's estimate of concrete produced in a year is using current supplier and market conditions as a base. If more concrete suppliers enter the market each supplier will produce less. If a supplier leaves the market the remaining suppliers will have increased sales.

## Noise

The operation of the concrete batch plant will generate noise. There will also be noise from the ready mix trucks and the loading of the aggregate bins which supply aggregates to the ready mix plant. That is part of an industrial activity. The closest residential area to our plant is homes to the west. Figure 3 shows the location of the plant to the nearest residences.

FIGURE 3



There are a number of mitigating factors which make noise impacts to existing residences not a significant factor. We have listed these reasons below:

1. The ready mix plant will operate on electricity supplied by electrical lines and diesel generators will not be used. This reduces the number of noise sources at the site.
2. The plant is over 2,300 feet from the nearest residence. Sound diminishes by distance and this is a significant separation.
3. Sound travels in a straight line unless it is refracted or affected by some other factor. There is a ridge of land between the plant and nearest homes which blocks sound traveling in a straight line to the residences. The ridge is a natural noise barrier.
4. The storage of aggregates for the concrete batch plant is west of the facility and will absorb sound traveling towards the residences. The locating of aggregate stockpiles as a noise buffer has been used by a number of businesses in the State.

Cement use for making concrete must be kept dry. It is shipped to the batch plant in pneumatic trucks. These trucks blow, with air, the cement into a storage silo. Likewise for any pozzolan such as fly ash or slag cement used in the concrete, it too is blown into a silo with air. The storage silos are vented through dust collectors.

Concrete ready mix trucks are usually rinsed once a day, sometimes more than once a day if it is determined the coating of wet concrete in the drum would adversely affect the next concrete delivery. This can happen when color concrete needs to be rinsed out before loading the next load or if the aggregate size on the next load is smaller than on the previous load. This occurs when a grout mix is batched and no aggregates larger than pea gravel can be in the mix.

The Regional Water Quality Control Board will be consulted on the design of the truck wash out basin. Several designs exist with the primary goal of separating the concrete from wash out water. Recovered aggregates and sand are recycled and hauled back to our quarry in Mt. Shasta for reprocessing.

Concrete that is returned to the ready mix plant in the mixer trucks will be recycled by making concrete blocks used to make retaining walls. A common name for these items is eco-blocks. A small area on the west side of the property will be used to cast these blocks.

Pre-cast Concrete Products and Wholesale aggregate areas.

Concrete not used is usually returned to the ready mix plant. At Sousa Ready Mix, returned concrete is cast into ½ and one cubic yard eco-blocks. Once cured these blocks are sold, usually for retaining walls. If the opportunity presents itself Sousa Ready Mix would consider making other precast concrete products, such as septic tanks, k-rail, distribution boxes and parking bumpers as an example. Making these precast products would be during regular business hours.

Often our concrete ready mix customers and others need to purchase wholesale aggregates and sand. This would occur during regular business hours. Dump trucks would be loaded with a front end loader. Initially material would be sold by the cubic yard. In the future a truck scale may be installed after which material would be sold by weight.

We request that the Planning Commission approve our submitted use permit. Our property is within a zoning district that allows such uses and it is the only area in the City that is zoned for our type of activity. Our business is compatible with the adjacent properties and we intend to be an asset to the community.

Sincerely,



Greg Juell – Managing Member, Sousa Ready Mix, LLC



**City of Yreka**  
 Planning Department  
 701 Fourth Street  
 Yreka, CA 96097

**Environmental Information Form**

This document will assist the City in evaluating the proposed project's potential environmental impacts. Complete and accurate information will facilitate the environmental assessment process, and will minimize future requests for additional information.

**APPLICANT'S STATEMENT OF INTENT (Describe the proposed project):**

Use permit application for a concrete batch plant, wholesale aggregate sales and pre-cast concrete production fabrication on Assessor Parcel No. 053-681-240. The property is 4.26 acres in size and zoned Heavy Industrial (M-2).

**PROPERTY OWNER'S NAME:** Sousa Ready Mix, LLC  
 Mailing Address: P.O. Box 157  
Mount Shasta, CA Zip Code: 96067  
 Telephone: Business: (530) 926-4485 Home: (530) 925-1313 cell

**APPLICANT'S/AGENT'S NAME:** Land Designers, Inc.  
 Mailing Address: 1975 Placer Street, Suite A  
Redding, CA Zip Code: 96001  
 Telephone: Business: (530) 244-0506 Home: ( )  
 Contact Person's Name: Keith Hamblin Phone: 530-244-0506

**SUBDIVISION NAME OR PROPOSED COMMON NAME FOR PROJECT:**  
Sousa Ready Mix

**PROJECT SITE INFORMATION (Attach legal description):**  
 Property Address or Location: 319 South Phillipe Lane  
 Property Assessor Parcel Number(s): 053-681-240  
 Property Dimensions: 308'x593'x321'x395'x60'x254'  
 Property Area: Square footage (gross) 185,566 sf (net) 168,577sf  
 Acreage (gross) 4.26 ac. (net) 3.87 ac.  
 Site Land Use (check one and explain):  Undeveloped or Vacant  Developed

Existing Zoning of Project Site: Heavy Industrial (M-2)

**DESCRIBE ADJACENT ZONING AND LAND USE WITHIN 300 FEET OF PROJECT SITE:**

	<u>Zone</u>	<u>Existing Land Use (i.e., residential, commercial, industrial, office)</u>
North	M-2	Belcampo Meat Processing - industrial
South	M-2	Fruit Grower lumber Mill - industrial & RR tracks
East	M-2	Shasta Forest Products - industrial
West	M-2	Siskiyou Distributing - industrial

**PROPOSED BUILDING(S) CHARACTERISTICS (if applicable)**

Size of New Structure(s) or Building Addition(s): 3,250 sf (batch plant, office, shop) Gross Sq. Ft.

Building Height (Measured from Ground to Highest Point): 20' shop ft. No. of Floors: 1

Height of Other Appurtenances (Excluding Buildings) Measured from Ground to Highest Point (e.g., Antennas, Microwave Equipment, Solar Energy Equipment, Light Pole Standards, etc.):

Project Site Coverage:	Building Coverage:	<u>2,800</u>	sq. ft.	<u>1.5</u>	%
	Landscaped Area:	<u>3,659</u>	sq. ft.	<u>2</u>	%
	Paved Surfaced Area:	<u>22,533</u>	sq. ft.	<u>12</u>	%
	Total:	<u>28,992</u>	sq. ft.	<u>15.5</u>	%

Exterior Building Materials: Metal

Exterior Building Colors: Earth tone

Total No. of Off-Street Parking Spaces: On-Site Required: 5 On-Site Proposed: 5

Proposed Off-Site Parking: 0 Include a Permanent Maintenance Management Plan.

Total No. of Bicycle Spaces: Proposed: 0 Required: 0  
Covered: 0 Uncovered: 0

If applicable, describe the Type of Exterior Lighting Proposed for the Project (height, intensity):

Building Lighting: At door for office. At door & bays for shop.

Parking Lighting: Pole light

If the proposal is a component of an overall larger project, describe the phases and show them on the site plan:

Not a part of a larger project

Does this site include signage?  Yes  No If yes, please explain the following:

Height: 6' Illumination: Ground lighting

Area: 24 sf Type: Monument

Dimensions: 6'x4' Colors/Materials: Earth tone/concrete

Location (on-/off-site): Near driveway entrance

**SITE CHARACTERISTICS**

Are there any natural or man-made drainage channels through or adjacent to the project site?

Yes  No If yes, show on site plan and explain: There is a concrete curb and gutter along South Phillipe Lane. That is the only drainage channel present.

Are there any trees or shrubs on the project site?  Yes  No  
If yes, plot on site plan by size and type and indicate which are proposed for removal.

Are there any structures on the project site?  Yes  No  
If yes, plot on the site plan and explain the following:

Present use of existing structure(s): 1 vacant shed on site

Proposed use of existing structure(s): To be demolished

Are any structures occupied? No

Are any structures to be demolished? Yes

Describe age, condition, size and architectural style of all existing on-site structures (include photos):

The shed is wood construction and built by the lumber co. that used the property.

The building is very plain looking and has no architectural adornments. The shed is about 330 sf.

**RESIDENTIAL PROJECTS ONLY**

Total Lots: \_\_\_\_\_ Total Dwelling Units: N/A Total Acreage: \_\_\_\_\_

Net Density/Acre: \_\_\_\_\_ Gross Density/Acre: \_\_\_\_\_

	Single-Family	Two-Family Duplex	Multi-Family (Apartments)
Number of Units:	_____	_____	_____
Acreage:	_____	_____	_____
Sq. Ft. per Unit:	_____	_____	_____
For Sale or Rent:	_____	_____	_____
Type of Unit:			
Studio:	_____	_____	_____
One-Bedroom:	_____	_____	_____
Two-Bedroom:	_____	_____	_____
Three-Bedroom:	_____	_____	_____
Four-Bedroom:	_____	_____	_____
Usable Open Space/Unit:			
Private:	_____	_____	_____
Common:	_____	_____	_____
Total:	_____	_____	_____

**RETAIL, COMMERCIAL, INDUSTRIAL, INSTITUTIONAL, OR OTHER PROJECT**  
 (If project is only residential, do not answer this section.)

Type(s) of Use(s): Concrete batch plant, wholesale aggregate sales & pre-cast concrete products.

Oriented to: Regional: ✓ City: ✓ Neighborhood: \_\_\_\_\_

Hours of Operation: 7 days a week and 24 hours a day due to nature of ready mix sales.

Total Occupancy/Capacity of Building(s): Office is 450 sf. 5 persons.

Total Number of Fixed Seats: None

Square Footage of: Warehouse Area: N/A  
 Office Area: 450 sf Loading Area: N/A  
 Sales Area: N/A Storage Area: N/A

Total Number of Employees: 3-5

Anticipated Number of Employees per Shift: 3-5

Total Number of Visitors/Customers On Site at any One Time: 2 visitors

Other Occupants (specify): N/A

**PREVIOUS ENVIRONMENTAL DOCUMENTS**

If this project is part of any other project for which a Negative Declaration or Environmental Impact Report has been prepared, reference the document below (include date and case number, if applicable).

N/A

**OTHER PERMITS OR APPROVALS**

List any and all other public approvals required for this project. Specify type of permits or approval, agency/department, address, person to contact, and her/his telephone number.

Permit or Approval	Agency	Address	Contact Person	Phone No.
Gen Const. Stormwater	N. Coast RWQCB	5550 Skylane Bl Santa Rosa	Devon Jorgenson	(707) 576-2701
Gen Indus. Stormwater	N. Coast RWQCB	5550 Skylane Bl. Santa Rosa	Paul Keiran	(707) 576-2753
Air Quality Permit	Siskiyou Co APCD	525 Foothill Bl. Yreka	Patrick Griffin	(530) 841-4029

**As the applicant for this proposal, I hereby state that, to the best of my knowledge, the above answers and statements are true and complete.**

*Gregory E. Juell*  
 Signature of Applicant/Agent

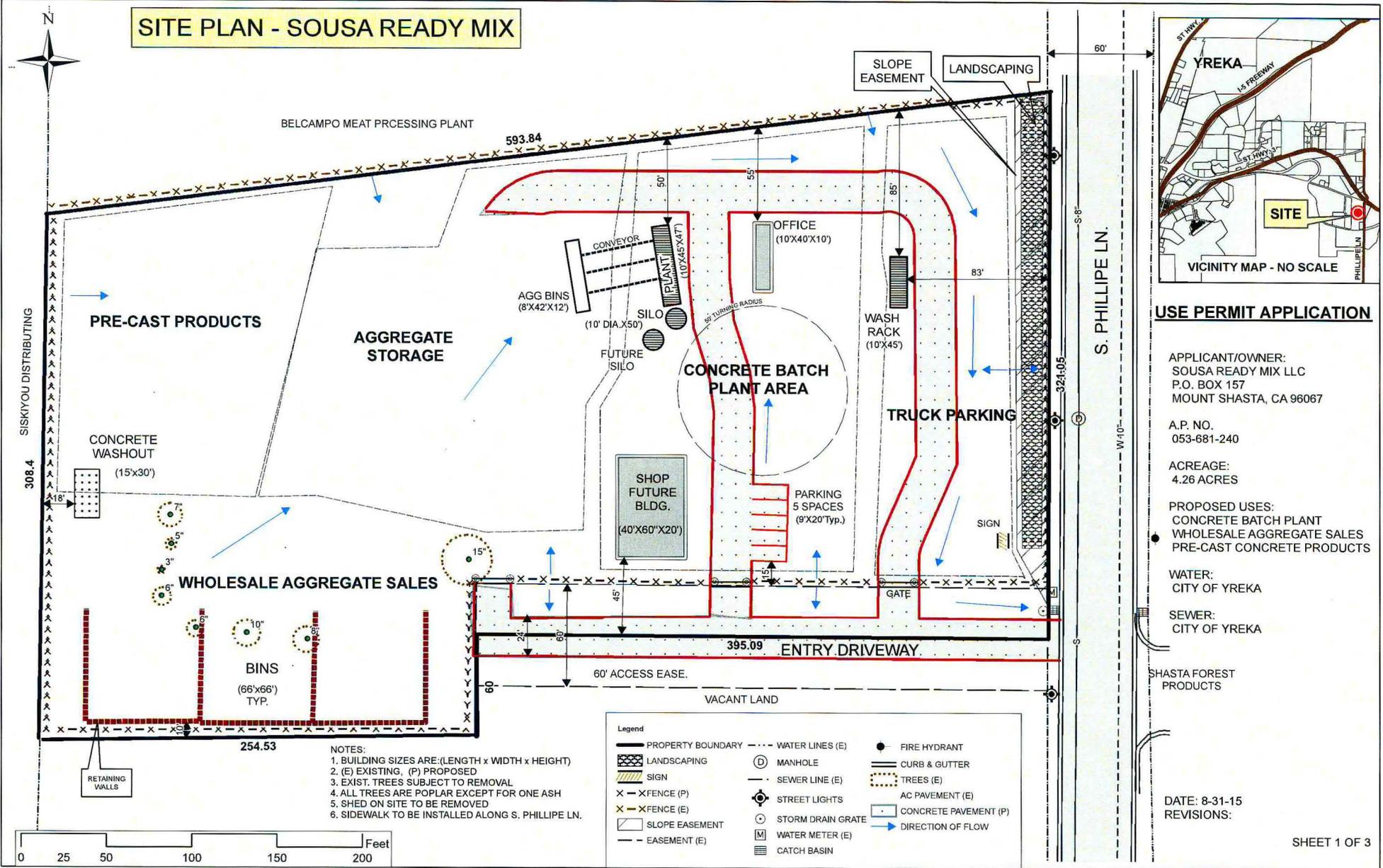
Sept 29, 2015  
 Date

GREGORY E. JUELL PRES.  
 Print Name and Title of Applicant/Agent

530-926-4485 EXT 4  
 Phone No.

CELL: 530-925-1313

# SITE PLAN - SOUSA READY MIX



## USE PERMIT APPLICATION

APPLICANT/OWNER:  
SOUSA READY MIX LLC  
P.O. BOX 157  
MOUNT SHASTA, CA 96067

A.P. NO.  
053-681-240

ACREAGE:  
4.26 ACRES

PROPOSED USES:  
CONCRETE BATCH PLANT  
WHOLESALE AGGREGATE SALES  
PRE-CAST CONCRETE PRODUCTS

WATER:  
CITY OF YREKA

SEWER:  
CITY OF YREKA

SHASTA FOREST PRODUCTS

DATE: 8-31-15  
REVISIONS:

**CITY OF YREKA**  
**MITIGATED NEGATIVE DECLARATION PERMIT NO. 2016-30**  
**FINDINGS OF APPROVAL**

The following findings of fact have been determined by the Planning Department, based upon the facts set forth in the City of Yreka Environmental Initial Study for the Sousa Ready Mix, LLC. Concrete Batch Plant Project Mitigated Negative Declaration:

Findings for Adoption of the Mitigated Negative Declaration -

1. The Planning Commission has considered the proposed Mitigated Negative Declaration before making a decision on the project.
2. The Planning Commission has considered comments received on the Mitigated Negative Declaration during the public review process.
3. The Planning Commission finds that the initial study identified potentially significant effects, but a) mitigation measures agreed to by the Applicant before the mitigated negative declaration and initial study were released for public review would avoid the effects or mitigate the effects to a point where clearly no significant impact would occur, and b) there is no substantial evidence, in light of the whole record before the City, that the project as revised to include the mitigation measures may have a significant effect on the environment.
4. With the Mitigation Monitoring Program, there is no substantial evidence of a fair argument that the project will have a significant effect on the environment.
5. The Mitigated Negative Declaration has been prepared in compliance with the Public Resources Code, the State CEQA Guidelines, and Yreka Municipal Code Title 19 *Environmental Impact Procedure*, and is determined to be complete and final.
6. The Mitigation Monitoring Program ensures implementation of mitigation measures identified in the Mitigated Negative Declaration. The Planning Commission finds that these mitigation measures are fully enforceable as conditions of approval of the project, and shall be binding on the Applicant, future property owners, and affected parties.

Dated: \_\_\_\_\_

Signed: \_\_\_\_\_

**CITY OF YREKA**  
**CONDITIONAL USE PERMIT NO. #4265**  
**FINDINGS AND CONDITIONS OF APPROVAL**

The following findings of fact have been determined by the Planning Department for the construction and operation of a concrete batch plant on approximately 4.26 acres located at 319 South Phillippe Lane, APN: 053-681-240:

Findings of Approval:

1. The proposal will not be materially detrimental to the health, safety, peace, morals, comfort and general welfare of persons residing or working in the neighborhood of such proposed use.

*The proposal to construct, establish, and operate a concrete batch plant would not be materially detrimental to the health, safety, peace, morals, comfort and general welfare of persons residing or working in the neighborhood. The City's General Plan Noise Element Policy 10 limits construction activities to the hours of 7 a.m. to 5 p.m. The proposed project will operate on a 24-hour per day basis, 7-days per week basis. As discussed in Section 4.12 the Initial Study/Mitigated Negative Declaration (IS/MND), the project would not produce noise in the long term greater than the maximum allowable noise level of 50 dBA (as listed in the City of Yreka's General Plan Noise Element) at the nearest residential land use which is approximately 2,400 feet away from the closest proposed project structure. Per Mitigation Measure 4.1.1 of the IS/MND, lighting would be shielded and directed inward onto the project site to prevent glare on adjacent properties. Subject to the issuance of a Conditional Use Permit by the Planning Commission and subject to the Conditions of Approval, use of the site would remain consistent with the intent of the General Plan designation and zone district. As such, the project will not be detrimental to the health, safety or general welfare of persons residing or working in the neighborhood.*

2. The proposal will not be materially detrimental to property or improvements in the neighborhood.

*The proposal will not be materially detrimental to property or improvements in the neighborhood. The granting of the Conditional Use Permit would allow an industrial use similar to the historic uses in the City. The new construction will contribute to the existing and planned industrial uses in the area and the site, building, and landscape improvements will provide an enhancement to a parcel that has been used sporadically for at least the last 10 years. Conditions of Approval will provide for land use compatibility through landscaping, lighting and noise restrictions, and limits to the hours of operation between the proposed industrial development and the nearest residences.*

3. The proposal will not be materially detrimental to the general welfare of the city.

*The use is compatible with the policies and objectives of the zoning ordinance for a M-2, Heavy Industrial zone, which allows a heavy industrial or manufacturing use which may be objectionable by reason of nuisance factors upon approval and validation of a conditional use permit as set forth in Section 16.42.070 (C) of the Yreka Municipal Code. The batch plant is consistent with the existing and historic industrial uses of the surrounding area and is consistent with the General Plan. As discussed in section 4.16 of the IS/MND, the proposal will not increase traffic beyond the capacity of existing infrastructure.*

4. An initial study has been prepared by the Planning Department to evaluate the potential for adverse environmental impacts. The Planning Commission finds that there is no substantial evidence, in light of the whole record before the Planning Commission, that the project will have a significant effect on the environment if the mitigation measures are adopted and implemented. The Commission directs that a Mitigated Negative Declaration be prepared.

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The foregoing findings are based upon the following:

The design of the project and its proposed improvements will not cause serious public health problems or significant environment damage since the proposed project is for an industrial use within an existing industrial area.

Conditions of approval will provide maximum land use compatibility between the proposed industrial development and the existing industrial area and any residences in proximity of the site. None of the findings necessary for denial of this proposal can be found in the affirmative.

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The following conditions shall be complied with at all times while the use permitted by this permit occupies the premises:

*General Conditions –*

1. Permittee is granted a permit to construct, establish and operate a Sousa Ready Mix, LLC. concrete batch plant including installing a ±400 square foot portable office trailer, a 450 square foot plant building, a 336 square foot aggregate bin building, a 10 foot diameter 50 foot high silo building, a wash rack, a concrete washout, three 66 foot by 66 foot aggregate sales bins and future 2,400 shop building and a future 10 foot diameter 50 foot high silo building on a project site of approximately 4.26 acres at 319 South Phillippe Lane, APN: 053-681-240. **The premises shall not be occupied or opened to the public until all conditions hereinafter set forth have been complied with by the permittee.**
2. All elements of the project application including the site plan shall be complied with as approved.
3. Adequate off-street parking facilities shall be provided as follows: one (1) space for each employee of the maximum working shift. As submitted, the project requires five (5) off-street parking spaces.
4. The off-street parking plan and facilities shall be approved by the City Manager. All loading, access drives, and aisles shall be paved and striped and bumper rails or other barriers shall be provided, as determined by the City Building Official or Director of Public Works and in accordance with Section 16.54.090 of the Yreka Municipal Code.
5. Parking required for disabled persons shall be marked, posted, and maintained in accord with provisions of the Motor Vehicles Code, California Building Code and any other law or regulation now or hereinafter enacted relating to parking for disabled persons.
6. Use shall be conducted in accordance with the site plan as submitted for the property located at 319 South Phillippe Lane, as approved by the Planning Commission on (May 26, 2016), and the site plan shall not be changed or deviated from without approval of the Planning Commission; provided, however, upon request of the Permittee and showing of good cause, the City Manager is authorized to permit minor modifications of the site plan without resubmission to the Planning Commission.
7. Prior to building permit issuance, an in-ground automated irrigation system designed with specifications that meets the requirements of Section 11.38.050 of the Yreka Municipal Code shall be submitted and approved by the City Manager or Building Official.
8. Permittee shall obtain approval of all required public improvements through the Department of Public Works' encroachment permit process for construction of and/or connection to any City sewer, water, or storm drain. For any public infrastructure improvements that need to be constructed, the Department of Public Works may require plans prepared by a registered civil engineer. The required plans would be in addition to the plans prepared for the Building Department.
9. Permittee shall obtain approval through the Department of Public Works for all required frontage improvements including sidewalks and driveway approach prior to construction or any on-site grading.

10. Permittee shall submit a grading plan for review and approval by the Building Official prior to construction or any on-site grading.
11. Permittee shall submit a storm water detention analysis and drainage plan for review and approval by the Director of Public Works and/or Building Official prior to start of construction or any on-site grading specifically related to the needs of the proposed project. On-site detention or storm drain extension may be required. Low Impact Development (LID) techniques and facilities shall be used to the maximum extent possible.
12. Permittee shall comply at all times with the zoning district regulations for the *M-2, Heavy Industrial zone* as set forth in section 16.42 of the Yreka Municipal Code.
13. Permittee shall obtain a building permit and shall pay the necessary fees prior to making any building, electrical, mechanical, or plumbing installations and/or improvements to the structure. Public infrastructure improvements such as curb, gutter, sidewalk, curb ramps, driveway approaches, street lights and asphalt concrete street pavement may be required upon issuance of a building permit in accordance with Yreka Municipal Code Section 11.24.030. If such improvements already exist, damaged public improvements shall be repaired and/or replaced to restore the improvements to a condition satisfactory to the Director of Public Works in accordance with Yreka Municipal Code Section 11.24.030.
14. Prior to the use of any of the buildings, the permittee shall secure a Certificate of Occupancy and approval of the Building Official and Fire Marshal that the structures meet the building standards and the fire regulations of the California Building Standards.
15. Prior to occupancy, the proposed landscape plan shall be revised, submitted and approved by the City Manager per Section 16.52.030 of the Yreka Municipal Code. The revised landscaping plan shall include, at least, an additional 52.3 feet of landscaped area for a total landscaped area of at least 3,711.3 square feet, as required by YMC Section 16.52.030(C). The following total landscape area is required by YMC Section 16.52.030(C):
  - C. On projects not requiring parking lot landscaping there shall be planted trees, shrubs and/or ground covers, as provided in subsection (A) in an area of not less than two percent (2%) of the total lot area.
16. The installation and maintenance of the landscaping shall be per the revised approved landscape plan. As necessary, replacement of landscaping is required to match the approved plan. Water efficient irrigation system shall be installed for the landscaping per Yreka Municipal Code Section 16.52.030 (E).
17. Construction activities shall be limited to the hours of 7:00am to 5:00pm; all construction equipment to be operated within 500' of an occupied residence shall only operate between the hours of 7:00am to 7:00pm Monday-Saturday and 8:00am to 5:00pm on Sundays; and, hours of operation are limited to daytime hours only, including materials transport activities.
18. Permittee shall secure an annual City business license to carry on the business of a concrete batch plant.

19. Permittee shall obtain a batch plant permit from the Siskiyou County Air Pollution Control District, as required.
20. Exterior site lighting shall be dark sky compliant where possible and shall be shielded and directed inward to reduce off-site light impacts. Exterior lighting shall be limited to a maximum off-site light escape of one-foot candle at the property line.
21. The use permit granted in accordance with the terms of this title may be revoked if any of the conditions or terms of such permit are violated or if any law or ordinance is violated in connection therewith, or if the Planning Commission finds, with the concurrence of the City Council, that the continuance of the use permit will endanger the public health, safety, or welfare.
22. The site plan approval shall expire and the City may set hearings and take action to terminate if not used within one (1) year from the date of approval unless, prior to the expiration of one year, a building permit is issued and construction is commenced. Approval may be extended upon written application to the Planning Commission before expiration of the first approval.

#### *Mitigation Measures*

The following conditions of approval are also mitigation measures and relied upon to reduce impacts identified in the Initial Study to a less than significant level. While the Commission may make minor modifications to any condition of approval, including mitigation measures, any substantial modification to the mitigation measures will need to be reviewed in light of the entire record and could result in the need to recirculate the environmental document before taking action on the proposed project.

23. All lighting shall be shielded and directed inward onto the project site. It shall not create glare on neighboring properties. Tall fixtures that illuminate large areas shall be directed downward to prevent light spillover onto neighboring properties and streets. Lighting shall be directed away from adjacent roadways and shall not interfere with traffic or create a safety hazard. All outdoor lighting on the project site shall be shielded.
24. 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:

Use regular watering to control dust generation as described below.

- a. When transporting soil and other dust-generating materials by truck during construction activities, cover materials and/or maintain 2 feet of freeboard.
- b. Wash or wet-sweep paved streets adjacent to construction sites as necessary to remove accumulated dust.
- c. During earth-moving operations, conduct watering as necessary to prevent visible emissions from extending beyond active areas.

- d. 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.
  - e. Pave, maintain a wet surface, or apply dust suppressants on all unpaved access roads, parking areas, and staging areas.
  - f. Suspend land clearing, grading, earth-moving, or excavation activities when winds exceed 20 miles per hour.
  - g. Cover inactive storage piles of topsoil or landscape materials.
  - h. 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.
  - i. No temporary asphalt or concrete batch plants will be allowed to operate on-site.
  - j. Construction staging areas should be located at a distance that would reduce odors and dust emissions from existing schools and residential areas.
25. In accordance with State law, the project shall be responsible for the cost of cleaning any spillage or the repair of damage to any State maintained roads or structures caused by hauling activities associated with the batch plant operations.
26. 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.
27. 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.
28. 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.

29. The applicant shall prepare and submit a hazardous materials business/hazardous waste release response plan for the site to include hazardous materials and hazardous waste handling and storage. The plan shall be submitted to the Siskiyou County Environmental Health Division for review.

Date: \_\_\_\_\_

Signed: \_\_\_\_\_

---

**MITIGATION MONITORING PROGRAM**  
**FOR THE**  
**CITY OF YREKA**  
**SOUSA READY MIX, LLC,**  
**CONCRETE BATCH PLANT PROJECT**

---

MAY 2016

*Prepared for:*

**CITY OF YREKA**  
701 FOURTH STREET  
YREKA, CA 96097



**INTRODUCTION**

This document is the Mitigation Monitoring Program (MMP) for the Sousa Ready Mix, LLC. Concrete Batch Plant Conditional Use Permit Project Initial Study/Mitigated Negative Declaration. This MMP has been prepared pursuant to California Environmental Quality Act (CEQA) Section 15097 requires public agencies to adopt reporting or monitoring programs whenever they approve projects subject to an environmental impact report or a mitigated negative declaration that includes mitigation measures to avoid significant adverse environmental effects. The reporting or monitoring program is to ensure compliance with conditions of project approval during project implementation in order to avoid significant adverse environmental effects. An MMP is required for the proposed project because the Initial Study/Mitigated Negative Declaration has identified potentially significant adverse impacts, and measures have been identified to mitigate those impacts.

This law was passed in response to historic non-implementation of mitigation measures presented in environmental documents and subsequently adopted as conditions of project approval. In addition, monitoring ensures that mitigation measures are implemented and thereby provides a mechanism to evaluate effectiveness of mitigation measures and subsequent conditions of project approval are implemented.

The numbering of the individual mitigation measures follows the numbering sequence as found in the Initial Study/Mitigated Negative Declaration adopted for the project by the City of Yreka.

**MITIGATION MONITORING PROGRAM**

The basis for this monitoring program is the mitigation measures included in the project's Mitigated Negative Declaration. These mitigation measures are designed to eliminate or reduce significant adverse environmental effects to less than significant levels. These mitigation measures become conditions of project approval. Which the project proponent is required to complete during and after implementation of the proposed project.

The MMP, as outlined in the following table, describes mitigation timing, monitoring responsibilities, and compliance verification responsibility for all mitigation measures identified in the Initial Study/Mitigated Negative Declaration.

The City of Yreka Public Works Department, North Coast Regional Water Quality Control Board, and Siskiyou County Air Pollution Control District will be the primary agency responsible for implementing the mitigation measures that are required to be implemented during the operation of the project.

The MMP is presented in tabular form on the following pages. The components of the MMP are described briefly below:

- **Mitigation Measures:** The mitigation measures are taken from the Initial Study/Mitigated Negative Declaration, in the same order that they appear in the Initial Study/Mitigated Negative Declaration. No revisions were necessary to the mitigation measures included in the Initial Study/Mitigated Negative Declaration.
- **Mitigation Timing:** Identifies at which stage of the project mitigation must be completed.
- **Monitoring Responsibility:** Identifies the party that is responsible for mitigation monitoring.

- **Compliance Verification Responsibility:** Identifies the party that is responsible for verifying compliance with the mitigation. In some cases, verification will include contact with responsible state and federal agencies.

**TABLE 1  
MITIGATION MONITORING PROGRAM**

<b>Proposed Mitigation</b>	<b>Summary of Measure</b>	<b>Monitoring Responsibility</b>	<b>Mitigation Timing</b>	<b>Verification (Date and Initials)</b>
<b>4.1 Aesthetics</b>				
<b>MM 4.1.1</b>	All lighting shall be shielded and directed inward onto the project site. It shall not create glare on neighboring properties. Tall fixtures that illuminate large areas shall be directed downward to prevent light spillover onto neighboring properties and streets. Lighting shall be directed away from adjacent roadways and shall not interfere with traffic or create a safety hazard. All outdoor lighting on the project site shall be shielded.	City of Yreka Public Works Department	Prior to occupancy of the new facilities	
<b>4.3 Air Quality</b>				
<b>4.3.1</b>	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.	City of Yreka Public Works Department; Siskiyou County Air Pollution Control District	Prior to and during construction	

**MITIGATION MONITORING PROGRAM**

<b>Proposed Mitigation</b>	<b>Summary of Measure</b>	<b>Monitoring Responsibility</b>	<b>Mitigation Timing</b>	<b>Verification (Date and Initials)</b>
	<p>4) During earth-moving operations, conduct watering as necessary to prevent visible emissions from extending beyond active areas.</p> <p>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.</p> <p>6) Pave, maintain a wet surface, or apply dust suppressants on all unpaved access roads, parking areas, and staging areas.</p> <p>7) Suspend land clearing, grading, earth-moving, or excavation activities when winds exceed 20 miles per hour.</p> <p>8) Cover inactive storage piles of topsoil or landscape materials.</p> <p>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.</p> <p>10) No temporary asphalt or concrete batch plants will be allowed to operate on-site.</p> <p>11) Construction staging areas should be located at a distance that would reduce odors and dust emissions from existing schools and residential areas.</p>			
<b>4.5 Cultural Resources</b>				

**MITIGATION MONITORING PROGRAM**

<b>Proposed Mitigation</b>	<b>Summary of Measure</b>	<b>Monitoring Responsibility</b>	<b>Mitigation Timing</b>	<b>Verification (Date and Initials)</b>
<b>MM 4.5.1</b>	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.	City of Yreka Public Works Department	During construction activities and during operations	
<b>MM 4.5.2</b>	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.	City of Yreka Public Works Department	During construction activities and during operations	
<b>MM 4.5.3</b>	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	City of Yreka Public Works Department	During construction activities and during operations	

**MITIGATION MONITORING PROGRAM**

<b>Proposed Mitigation</b>	<b>Summary of Measure</b>	<b>Monitoring Responsibility</b>	<b>Mitigation Timing</b>	<b>Verification (Date and Initials)</b>
	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.			
<b>4.8 Hazards and Hazardous Materials</b>				
<b>MM 4.8.1</b>	The project applicant shall prepare and submit a hazardous materials business/hazardous waste release response plan for the site, including information on hazardous materials and hazardous waste handling and storage. The plan shall be submitted to the Siskiyou County Environmental Health Division for review and approval.	City of Yreka Public Works Department; Siskiyou county Environmental Health Division	Prior to approval of project plans	

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**CITY OF YREKA**  
**SOUSA READY MIX, LLC.**  
**CONCRETE BATCH PLANT PROJECT**  
**INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

---

*Prepared for:*

**CITY OF YREKA**  
701 FOURTH STREET  
YREKA, CA 96097

*Prepared by:*

**Michael Baker**

**INTERNATIONAL**  
140 INDEPENDENCE CIRCLE, SUITE C  
CHICO, CA 95973

**MARCH 2016**

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**CITY OF YREKA**  
**SOUSA READY MIX, LLC.**  
**CONCRETE BATCH PLANT PROJECT**  
**INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

---

*Prepared for:*

**CITY OF YREKA**  
701 FOURTH STREET  
YREKA, CA 96097

*Prepared by:*

MICHAEL BAKER INTERNATIONAL  
140 INDEPENDENCE CIRCLE, SUITE C  
CHICO, CA 95973

**MARCH 2016**

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# **1.0 INTRODUCTION**

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### 1.1 INTRODUCTION AND REGULATORY GUIDANCE

This document is an Initial Study, with supporting environmental studies, which concludes that a Mitigated Negative Declaration is the appropriate California Environmental Quality Act (CEQA) document for the Sousa Ready Mix Concrete Batch Plant Project (project; proposed project). This Mitigated Negative Declaration has been prepared in accordance with the California Environmental Quality Act, Public Resources Code Section 21000 et seq., and the State CEQA Guidelines, California Code of Regulations Section 15000 et seq.

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

- 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 Sousa Ready Mix Concrete Batch Plant Project.

## 1.0 INTRODUCTION

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### 1.3 PURPOSE AND DOCUMENT ORGANIZATION

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

**1.0 Introduction** – This section provides an introduction and describes the purpose and organization of the document.

**2.0 Project Information** – This section provides general information regarding the project, including the project title, lead agency and address, contact person, brief description of the project location, General Plan land use designation, and zoning district, identification of surrounding land uses, and identification of other public agencies whose review, approval, and/or permits may be required. Also included in this section is a checklist of the environmental factors that are potentially affected by the project.

**3.0 Project Description** – This section provides a detailed description of the proposed project.

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

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

### 1.4 EVALUATION OF ENVIRONMENTAL IMPACTS

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

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

Each environmental issue subsection is organized in the following manner:

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

The **Discussion of Impacts** includes 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.

## **1.0 INTRODUCTION**

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## **2.0 PROJECT INFORMATION**

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## 2.0 PROJECT INFORMATION

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1. **Project title:** Sousa Ready Mix Concrete Batch Plant 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 4.26 acres, is situated on APN 053-681-240 in Section 24 of Township 45 North, Range 7 West of the Mount Diablo Meridian (Latitude 41°43'58.5"N, Longitude 122°35'38.9"W). The project address is 319 South Phillippe Lane. (See **Figure 3.0-1** for project location.)
5. **Project sponsor's name and address:** Sousa Ready Mix, LLC  
P.O. Box 157  
Mt. Shasta, CA 96064
6. **General Plan designation:** Industrial (I)
7. **Zoning:** Heavy Industrial (M-2)
8. **Description of project:**

Sousa Ready Mix has requested the approval of a Conditional Use Permit to allow the construction of a concrete batch plant, complete with a small portable office trailer, aggregate storage area, truck and auto parking, precast concrete area, and concrete truck washout basin. The office would be portable and inclusive of restroom facilities, a break room, and a batch plant control room. Future development plans for the site include the construction of a shop building and truck scales.

The primary use at the site would be the production of ready-mix concrete; wholesale aggregate sales and the fabrication of precast concrete products are proposed as secondary uses dependent on the sales generated from ready-mix concrete. The proposed use requires the flexibility to operate 24 hours a day, 7 days a week, as nighttime deliveries are expected approximately once a month.

The proposed project site is vacant industrial land that has been previously used to store lumber and recycled concrete. As such, the land has been heavily disturbed.

## 2.0 PROJECT INFORMATION

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### 9. Surrounding land uses and setting:

The project site is located in an industrial area near the eastern edge of the Yreka city limits. The site is bordered on the south by the Yreka Western Railroad tracks; the railroad is currently not in operation. The site is surrounded by industrial uses, including the Belcampo Meat Co. processing plant to the north, Siskiyou Distributing to the west, and Shasta Forest Products to the east. The Fruit Growers lumber mill is currently under construction and located south of project site, on the south side of the railroad tracks. The nearest residential properties are two single-family homes located approximately one-half mile west of the project site.

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

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

### 11. Environmental factors potentially affected:

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

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

## 2.0 PROJECT INFORMATION

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### 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**

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### 3.1 PROJECT LOCATION

The proposed project site is located in Yreka in Siskiyou County, California. Yreka is located approximately 21 miles south of the California-Oregon border. Interstate 5, State Route (SR) 3, and SR 263 pass through and provide regional access to the city. The project area, which totals approximately 4.26 acres, is located at 319 South Phillippe Lane adjacent to the eastern boundary of the city limits. The project site is accessed via South Phillippe Lane, which connects with SR 3 approximately 0.2 miles north of the project site. Specifically, the project is situated on APN 053-681-240, in Section 24 of Township 45 North, Range 7 West of the Mount Diablo Meridian (Latitude 41°43'58.5"N, Longitude 122°35'38.9"W). (See **Figure 3.0-1** for project location.)

### 3.2 PROJECT SETTING

The proposed project site is a vacant, previously disturbed lot that has been graded and used for storage of recycled concrete. The site, located in an industrial area, is bordered on the south by the Yreka Western Railroad tracks; the railroad is not currently in operation. The site is surrounded by industrial uses, including the Belcampo Meat Co. processing plant to the north, Siskiyou Distributing to the west, and Shasta Forest Products to the east. The Fruit Growers lumber mill is currently under construction and located south of project site, on the south side of the railroad tracks. The nearest residential properties are two single-family homes located approximately one-half mile west of the project site.

The project site is owned by Sousa Ready Mix, LLC. Under the City's jurisdiction, Assessor's Parcel Number 053-681-240 is designated Industrial in the City General Plan and is zoned Heavy Industrial (M-2). As defined by the General Plan, the Industrial designation is intended to accommodate "lumber mills, asphalt plants, manufacturers of product designed predominantly for sale off site" (Yreka 2003).

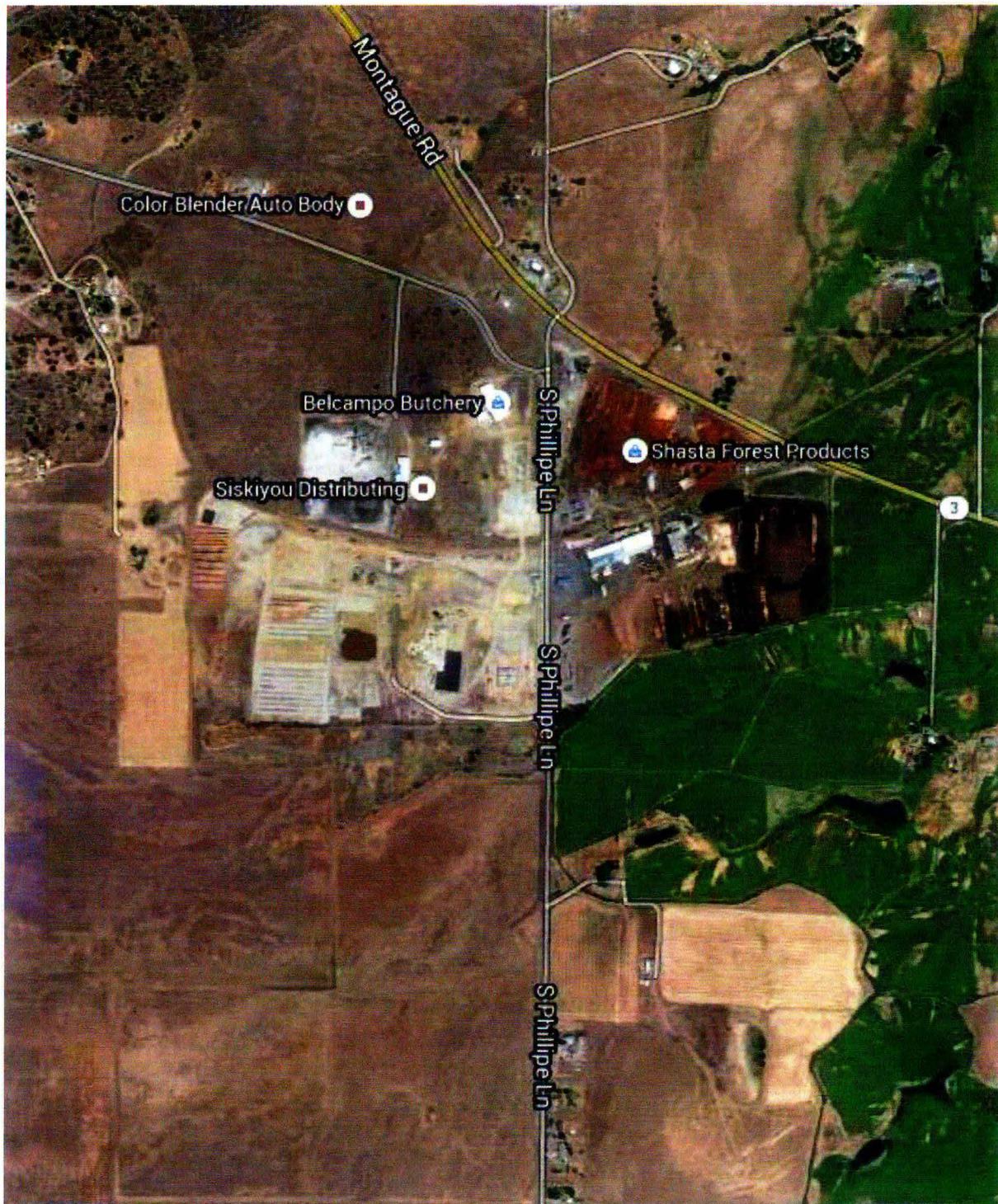
#### PROJECT HISTORY

The project site is devoid of vegetation, with the exception of eight small trees. Also on-site are an approximately 330-square-foot shed, an abandoned "scale shack," and the remnants of a concrete slab foundation. As previously described, the project site is heavily disturbed and is located in an area that has historically been used for industrial purposes.

At one time, the site was used to store excess lumber for the Hi-Ridge Lumber Company. Most recently, the site was used to store concrete materials generated from a California Department of Transportation (Caltrans) emergency road improvement project in early 2015. The Caltrans project required the replacement of 5 miles of Interstate 5 near the Randolph Collier Rest Area, approximately 8 miles north of Yreka. The concrete was later used to develop the Fruit Growers Mill, located just south of the proposed project site.

### 3.0 PROJECT DESCRIPTION

FIGURE 3.0-1 PROJECT LOCATION





## 3.0 PROJECT DESCRIPTION

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### 3.3 PROJECT OVERVIEW

The project requires the approval of a Conditional Use Permit, pursuant to City Municipal Code Section 16.42.070, to allow the construction of a concrete batch plant complete with a small portable office trailer, aggregate storage area, truck and auto parking, precast concrete area, and concrete truck washout basin. Future development plans for the site include the construction of a shop building and truck scales. The office would be portable and inclusive of restroom facilities, a break room, and a batch plant control room. The primary use at the site would be the production of ready-mix concrete; wholesale aggregate sales and the fabrication of precast concrete products are proposed as secondary uses dependent on the sales generated from ready-mix concrete.

Specifically, the project is proposing to demolish an existing shed and construct a new 400-square-foot office building, 450-square-foot plant, and 2,400-square-foot shop building for a total of 3,250 square feet of new structures/building additions. The total building coverage (office and shop building) at the site would be 2,800 square feet, with 3,659 square feet of landscaped area and 22,533 square feet of paved surface area, for a total project site coverage of 28,992 square feet (15.5 percent of the total lot area). The project proposes five on-site parking spaces to accommodate for three to five employees and two daily visitors.

#### PROJECT SITE IMPROVEMENTS

As previously described, the project site is a heavily disturbed, vacant lot that has been used over the years for the storage of lumber and concrete. The project proposes the construction of a ready-mix concrete batch plant facility to produce and deliver ready-mix concrete to construction project sites in the region.

Direct access to the site is currently provided from South Phillippe Lane via a 60-foot-wide easement between adjacent parcels at the southeastern edge of the project site. Ready-mix concrete would be transported to and from the site primarily via SR 3/Montague Road. The applicant anticipates that project operations would result in an average of 14 truck deliveries per summer day, with a peak summer season maximum of 50 daily truck deliveries. During the winter season, truck deliveries would be reduced in number or stopped, depending on weather and customer demand for concrete supplies. Truck deliveries would continue as needed all year. Once they leave the project site, the trucks would drive north on South Phillippe Lane to access SR 3, then drive west to Interstate 5 before heading either north or south. The project site road frontage at South Phillippe Lane is fully improved, with the exception of sidewalks. Two paved travel lanes, a left turn center lane, curb, gutter, sewer, water, underground storm drain, and storm drain inlets are present. Public improvements of a commercial driveway and sidewalk per specifications will be required. Streetlights are already in place.

#### PROJECT CONSTRUCTION

It is anticipated that construction will begin during the 2016 construction year. A variety of equipment and vehicles will be used during construction, potentially including backhoes, compacters, and air compressors. On-site or on-street parking is available or will be provided for all construction-related vehicles and traffic. Construction work will generally occur during normal daylight construction hours, Monday through Friday, in compliance with City of Yreka noise ordinance requirements for construction.

### PROJECT OPERATION

Once construction is completed, the concrete batch plant facility will need the flexibility to operate 24 hours a day, 7 days a week in order to adequately service clients and supply concrete for nighttime construction projects. Although these will not be the typical daily operating hours, nighttime operations and deliveries will be required about once a month on average. Sousa Ready Mix LLC anticipates that construction of the Siskiyou County Courthouse may require nighttime concrete pours to prevent congestion downtown. Additionally, the construction of the new Yreka High School gymnasium may require nighttime concrete operations to meet the school district's construction schedule.

Once in operation, the plant will produce ready-mix concrete through a series of processes mixing aggregates, sand, and cement. First, aggregates and sand are loaded into the batch plant bins. These holding bins release aggregates and sand into the weighing hopper. All aggregates and sand are weighed for each batch of concrete. Simultaneously, cement is released from the storage silo through a material valve into the cement weigh hopper. About 75 percent of the concrete mixing water is metered into the ready-mix truck prior to loading of the aggregates, sand, and cement. Next, the aggregates and sand are released from the weigh hopper and delivered to the ready-mix truck via a belt conveyor. As the aggregates are being loaded into the truck, cement is released from the cement weigh hopper and into the ready-mix truck. After all the aggregates and sand are loaded, the truck mixes the concrete, then moves to a wash station for cleaning of the inside of the drum and cleaning of any latent solid material that may be on a fender or outside of the truck.

There will be approximately three to five employees at the facility. It is anticipated that employees may be shared between the Mt. Shasta and Yreka Sousa Ready Mix locations. As previously described, the applicant anticipates that project operations would result in 1,000 to 1,330 deliveries a year, or an average of 5 to 7 truck deliveries per day. The average delivery of concrete is 6 cubic yards; however, the ready-mix trucks can haul up to 10 cubic yards per delivery. The average number of summertime deliveries will be higher than the number of wintertime deliveries, ranging from 14 deliveries a day during the months of September and October to as low as zero to 1 or 2 deliveries on a winter day. However, peak delivery days could require as many as 50 truck trips in a single day if 1,000 cubic yards of concrete were ordered for that day.

### Lighting

There are currently two streetlights along South Phillippe Lane, but they do not provide adequate light to the project site. For site security and safety, the project applicant proposes to add lighting at the office door, employee parking area, and bay doors of the shop, as well as in the truck parking area. The proposed lighting for the structures will be attached to the building(s), and pole lighting will be used in the parking areas. All lighting fixtures would be shielded, oriented downward, and mounted a maximum of 30 feet high.

### Fire Suppression

The site plan submitted for the project (**Figure 3.0-2**) depicts a fire hydrant located directly across from the project site, along South Phillippe Lane. Additionally, fire protection services will be provided by the Yreka Fire Department.

### **3.0 PROJECT DESCRIPTION**

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#### **Water Supply**

The water system currently consists of a 10-inch fire water main located on the east side of South Phillippe Lane that provides water to the existing fire hydrant. An additional 2-inch potable water line would be installed to the office building and shop building for domestic use in restrooms and for drinking water. This line would also be used for batching concrete, wetting aggregate piles, and truck washout. A backflow device will be required.

#### **Wastewater**

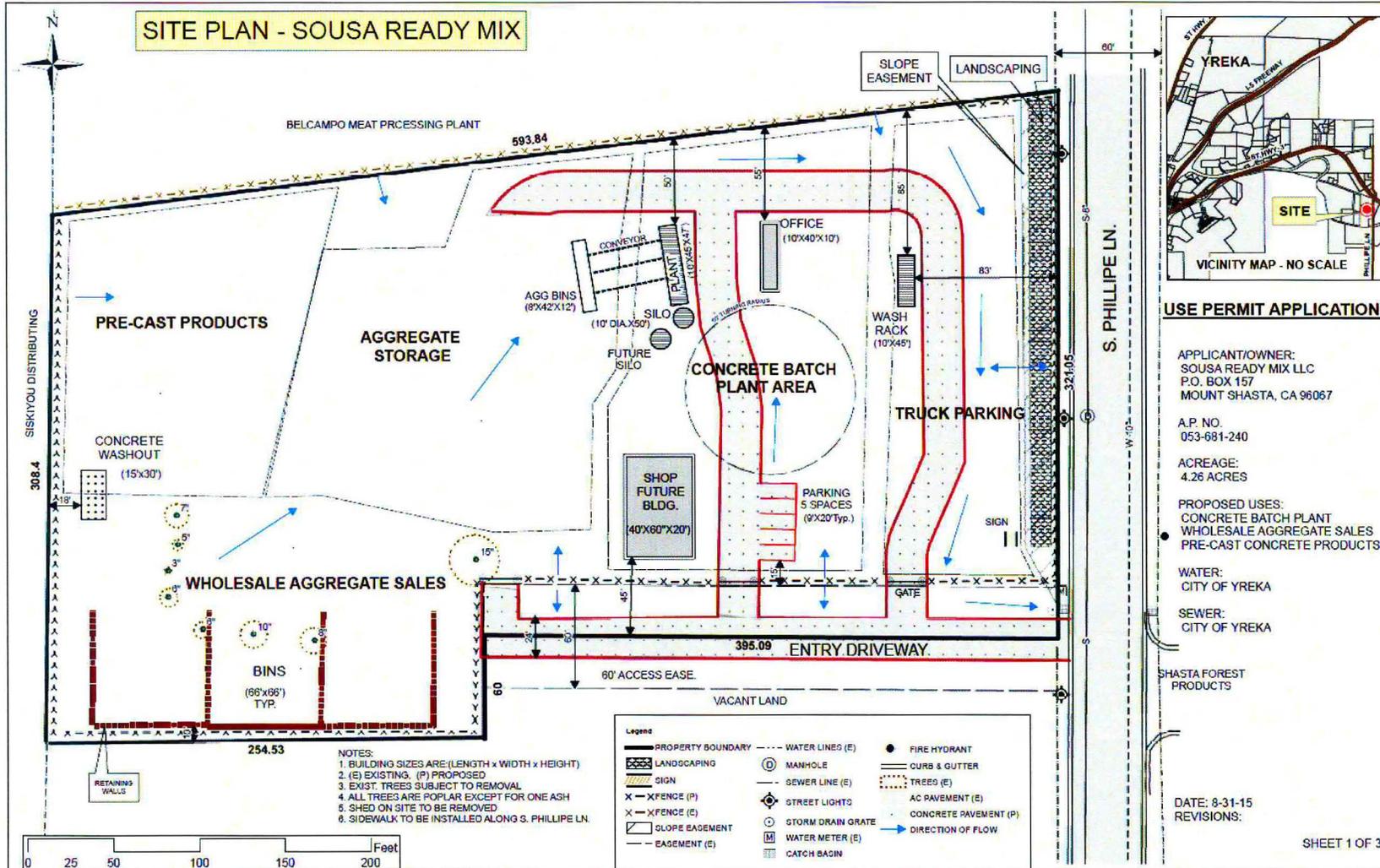
The project would have a total of two restrooms in the portable office building, which will require a 4-inch sewer line to be installed to the manhole in South Phillippe Lane.

#### **Electricity**

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

# 3.0 PROJECT DESCRIPTION

FIGURE 3.0-2 PROJECT SITE PLAN



**3.0 PROJECT DESCRIPTION**

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### 3.4 PROJECT APPROVALS

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

#### NORTH COAST REGIONAL WATER QUALITY CONTROL BOARD (RWQCB)

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

#### SISKIYOU COUNTY AIR POLLUTION CONTROL DISTRICT (SCAPCD)

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

#### SISKIYOU COUNTY ENVIRONMENTAL HEALTH DIVISION (SCEHD)

Businesses located in cities and unincorporated areas of Siskiyou County are required to disclose all hazardous material and waste that are used, handled or stored at their facility. The purpose of the business plan program is to prevent damage to the health and safety of workers, the public, and the environment from the release or threatened release of hazardous materials.

The proposed project involves the use of propane fuel storage tanks that are regulated by the Siskiyou County Environmental Health Department. Therefore, the project applicant will be required to submit a Hazardous Materials Business Plan (HMBP) to the Department.

### 3.5 RELATIONSHIP OF PROJECT TO OTHER PLANS

#### CITY OF YREKA GENERAL PLAN

The proposed project would be located in Yreka. The City of Yreka General Plan was updated in 2002–2003 and adopted by the City Council on December 18, 2003. The General Plan is the fundamental document governing land use development in the incorporated areas of the city. It includes numerous goals and policies pertaining to land use, circulation, housing, conservation, open space, parks and recreation, noise, public health and safety, and public facilities. The proposed project will be required to abide by all applicable goals and policies included in the adopted General Plan.

#### CITY OF YREKA FLOOD DAMAGE PREVENTION ORDINANCE

The project will not be subject to the City's Flood Damage Prevention Ordinance (Municipal Code Chapter 11.34), which regulates improvements in flood zones. Chapter 11.34 applies to special flood hazard areas, which are defined as areas having special flood or flood-related erosion hazards and shown on a Flood Hazard Boundary Map (FHBM) or Flood Insurance Rate Map (FIRM) as Zone A, AO, A1-30, AE, A99, or AH. The project site is shown on FEMA FIRM Map 06093C1600D. The proposed project site is located in Flood Zone X, meaning that no portion of the site is located within the 100-year floodplain (FEMA 2011). Therefore, the project is not subject to the requirements of Chapter 11.34.

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## **4.0 ENVIRONMENTAL CHECKLIST**

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## 4.0 ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>4.1 AESTHETICS.</b> Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### SETTING

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

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

The proposed project site is a 4.26-acre vacant lot in an industrial area. There is an approximately 330-square-foot shed existing on-site, as well as the remnants of a concrete slab foundation and abandoned scale shack. With the exception of eight trees, the project site is devoid of any vegetation. In addition, the site has been previously used for the storage of lumber and recycled concrete. Thus, the land has been heavily disturbed 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.

Interstate 5 is located 2 miles west of the project and SR 3 is approximately 0.2 miles (1,000 feet) north of the project site. As such, the proposed project will not obstruct or otherwise interfere with any views from off-site roadway vantage points.

### DISCUSSION OF IMPACTS

- a) *No Impact.* The project site, located in an industrial area at the eastern edge of the Yreka city limits, is bordered to the south by the Yreka Western Railroad tracks; the railroad is not currently in operation. The site is surrounded by industrial uses, including the Belcampo Meat Co. processing plant to the north, Siskiyou Distributing to the west, and Shasta Forest Products to

## 4.0 ENVIRONMENTAL CHECKLIST

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the east. The Fruit Growers lumber mill is currently under construction and located south of project site, on the south side of the railroad tracks. The nearest residential properties are two single-family homes located approximately one-half mile west of the project site.

As previously stated, the proposed project site consists of vacant, heavily disturbed land. The project area is designated Industrial in the City General Plan and is zoned Heavy Industrial (M-2). The project would be an appropriate use and consistent with the permitted activities in industrial zones.

The project proposes to develop the land as a concrete batch plant to produce and sell ready-mix concrete. The project would alter the existing conditions of the site, requiring some additional grading and the construction of several structures. The existing shed and abandoned scale shack on-site will be removed. The existing trees on the site are subject to removal and consist of seven poplar trees and one ash tree. However, the project site does not contain unique visual features that distinguish it from surrounding areas. Thus, the project would not have a significant impact on the visual character of the existing site or its surroundings. The project site is not located within a designated scenic vista. In addition, there are no distinct or distinguishing rock features on the project site. The project proposes a single-story shop building with a height of 20 feet. The proposed batch plant structure would be 47 feet tall. Although this structure's height is significant, there are no scenic resources designated on or surrounding the project site that would be adversely impacted. Residential views of the distant surrounding mountains would not be obstructed, as the closest residential property is located over 2,300 feet from the project site. Therefore, the proposed project is not considered an impediment to any existing viewsheds, and the project would have no impact on scenic vistas.

- b) *No Impact.* Due to the lack of scenic resources on the project site, the proposed project would have no impact on scenic resources. Furthermore, none of the development associated with the project would be visible from a state scenic highway.
- c) *Less Than Significant Impact.* The project site is located in the eastern portion of the city and is bounded by a combination of industrial land uses, lands designated for industrial land uses, and vacant lands. The project site is a vacant lot and contains no significant scenic resources. The site is designated and zoned for industrial land uses. The proposed project would be required to comply with development review guidelines mandated under City Municipal Code Chapters 15.32 and 16.40, which would ensure that 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 and quality of the site and its surroundings.
- d) *Less Than Significant Impact With Mitigation Incorporated.* No new light or glare sources visible beyond the project site would be introduced during construction of the proposed project. All construction work will be performed during normal daylight construction hours, thereby eliminating any need for temporary light sources necessary for nighttime work.

The proposed project may result in a moderate increase of artificial light and glare into the existing environment. Potential sources of light and glare include external building lighting, parking lot lighting, security lighting, building windows, and reflective building materials. The introduction of new sources of light and glare may contribute to nighttime light pollution and result in impacts to nighttime views in the area. The project proposes to install lighting at the office door, employee parking area, and bay doors of the shop, as well as in the truck parking

area. The proposed lighting for the structures will be attached to the building(s), and pole lighting will be used in the parking areas. These lights would be for security and safety and would be mounted a maximum of 30 feet high. Implementation of mitigation measure **MM 4.1.1** would reduce potential impacts to a level that is considered less than significant.

**Mitigation Measures**

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

*Timing/Implementation: Prior to operation of the new facilities*

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

## 4.0 ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>4.2 AGRICULTURE RESOURCES.</b> 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 1222(g), timberland (as defined in Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined in Public Resources Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in the loss of forestland or conversion of forestland to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### SETTING

The California Department of Conservation manages a Farmland Mapping and Monitoring Program (FMMP), which identifies and maps significant farmland. The classification of farmland as Important Farmland (i.e., Prime Farmland, Unique Farmland, and Farmland of Statewide Importance) is based on the suitability of soils for agricultural production, as determined by a soil survey conducted by the Natural Resources Conservation Service (NRCS). An FMMP map has been prepared for Siskiyou County that includes the project area.

The project site is zoned for industrial land uses and is highly disturbed due to previous grading and use of the property for lumber and concrete storage. The Siskiyou FMMP map classifies these areas of the project site as Urban and Built-Up Land (DOC 2010).

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

### DISCUSSION OF IMPACTS

- a) *No Impact.* As identified on the 2010 Siskiyou County Important Farmland Map published by the California Department of Conservation's Farmland Mapping and Monitoring Program, none of the land in the project area is considered Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The project site is designated Industrial (I) on the General Plan Land Use Map and is zoned Heavy Industrial (M-2). Therefore, the proposed project would

not result in the loss of Important Farmland as defined by the California Department of Conservation.

- b) *No Impact.* The project site is not under a Williamson Act contract, nor are any lands near the project site subject to a Williamson Act contract. As such, the proposed project would not conflict with any existing Williamson Act contract lands.
- c) *No Impact.* The project site does not contain any forest resources, nor is it zoned for forest use.
- d) *No Impact.* See Response 4.2(c) above. The project site does not contain any forest resources, nor is it zoned for forest use.
- e) *No Impact.* The project site is not used for agricultural or timber production purposes.

**Mitigation Measures**

None required.

## 4.0 ENVIRONMENTAL CHECKLIST

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

### SETTING

Yreka and the project site are located in a region identified as the Northeast Plateau Air Basin (NPAB), which principally includes Siskiyou, Modoc, and Lassen counties. This larger air basin is divided into local air districts, which are charged with the responsibility of implementing air quality programs. The local air quality agency affecting Yreka is the Siskiyou County Air Pollution Control District (SCAPCD). Within the SCAPCD, the primary sources of air pollution are wood-burning stoves, wildfires, farming operations, unpaved road dust, managed burning and disposal, and motor vehicles. The project site is currently vacant.

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 US Environmental Protection Agency (EPA) to establish ambient air quality standards for six criteria air pollutants: ozone (O<sub>3</sub>), carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), lead, coarse particulate matter (PM<sub>10</sub>), and fine particulate matter (PM<sub>2.5</sub>). The California Clean Air Act also sets ambient air quality standards. The state standards are more stringent than the federal standards, and they include other pollutants in addition to those regulated by the federal standards. When the concentrations of pollutants are below the maximum allowed standards in an area, that area is considered to be in attainment of the

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

### DISCUSSION OF IMPACTS

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

### Construction Emissions

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

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

### Operational Emissions

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

## 4.0 ENVIRONMENTAL CHECKLIST

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

Threshold	Emissions (lbs/day)				
	ROG	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Significance Thresholds	50	50	500	80	50

Source: North Coast Unified Air Quality Management District 2010

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

The predicted maximum daily emissions associated with project operations are summarized in **Table 4.3-2**. The projected criteria pollutant emissions were estimated by Michael Baker International using the California Emissions Estimator Model (CalEEMod), emissions factors from the EPA's (2011a) AP 42, Compilation of Air Pollutant Emission Factors, and supplementary documentation provided by the EPA (2011b). Results of the modeling conducted by Michael Baker International are included in **Appendix A**.

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

Threshold	Emissions (lbs/day)				
	ROG	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Project Maximum Daily Emissions					
Area Source <sup>1,3</sup>	0.38	3.03	2.38	14.52	0.20
Energy Source <sup>1,2</sup>	0.86	7.84	6.59	0.59	0.59
Mobile Source <sup>1</sup>	1.00	7.21	8.78	1.07	0.42
<b>Total</b>	<b>2.24</b>	<b>18.08</b>	<b>17.75</b>	<b>16.18</b>	<b>1.21</b>
Significance Thresholds	50	50	500	80	50
<b>Exceed Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Sources: <sup>1</sup>CalEEMod version 2013.2.2; <sup>2</sup>EPA 2011a; <sup>3</sup>EPA 2011b. Refer to **Appendix A** for model data outputs.

Notes: Area source emissions include specific processes of the ready-mix concrete batch plant (i.e., aggregate transfer, sand transfer, concrete unloading, weigh hopper loading, mixer loading, truck loading, and operation of the front loader.

Energy source emissions account for the estimate of 64,800 kBtu energy consumption annually, which is based on the production of 8,000 cubic yards of concrete per year.

Mobile source emissions account for the daily commute trips of five employees and 50 daily product delivery trips.

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

- c) *No Impact*. Siskiyou County is in attainment or is identified as unclassified for all monitored air quality standards. In addition, as demonstrated under Response 4.3(b) above, significance thresholds would not be surpassed. Therefore, no cumulative considerable net increase of criteria pollutants will result from the project.
- d) *Less Than Significant Impact*. Sensitive receptors are generally defined as facilities that house or attract groups of children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants. Schools, hospitals, residential areas, and convalescent facilities are examples of sensitive receptors. The project site is not located in close proximity

to any schools, hospitals, residential areas, senior housing, or residential care facilities. The majority of the site is designated Industrial by the City of Yreka General Plan and is zoned Heavy Industrial, which explicitly classifies the site as accommodating concrete batch plants. The nearest residence is located approximately 2,300 feet to the west of the project site. As shown in **Table 4.3-2**, project emissions would not surpass any significance thresholds, which were derived from a New Source Review Rule intended to protect human health. In addition, in 2005, CARB published an informational guide entitled *Air Quality and Land Use Handbook: A Community Health Perspective*. The purpose of this guide is to provide information to aid local jurisdictions in addressing issues and concerns related to the placement of air pollution sources to nearby sensitive land uses. The handbook includes recommended separation distances for various land uses, the longest of which is 1,000 feet. For these reasons, impacts are 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 such as petroleum refineries, chemical and fiberglass manufacturing, painting/coating operations, feedlots/dairies, composting facilities, landfills, and transfer stations. The project does not include any of these land uses or similar land uses. The project may result in temporary and localized odors associated with diesel-powered equipment. However, any such odors would be temporary and would not be in sufficiently high concentrations 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.

#### 4.0 ENVIRONMENTAL CHECKLIST

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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: Siskiyou County Air Pollution Control District; City of Yreka Public Works Department*

4.0 ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>4.4 BIOLOGICAL RESOURCES.</b> Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands, as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal wetlands, etc.), through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SETTING

Eight small trees exist at the southeast corner of the site, ranging from 3 feet to 15 feet tall. Implementation of the project may result in the loss of these trees, as they are identified as "subject to removal" on the project's site plan. However, the project site is located in an industrial portion of Yreka and has been heavily disturbed, making it unlikely that the trees provide significant wildlife habitat or nesting grounds for migratory birds. While the project site itself is essentially devoid of any natural habitat, forage, or shelter features of biological resources, Yreka is surrounded by habitat supporting a robust local deer herd. The deer herd inhabits much of western Yreka, having reasonably adapted to the urban environment, finding shelter on vacant lots and food on residential lots not protected with adequate fencing. (It is not uncommon to see deer casually walking in downtown Yreka.) Easy access to the mountains to the west gives the herd a range of habitat options. According to the California Department of Fish and Wildlife (CDFW) (2015) California Natural Diversity Database, special-status wildlife species potentially occurring in the Yreka vicinity include Yreka phlox, vernal pool fairy shrimp, Coho salmon, western yellow-billed cuckoo, northern spotted owl, and fisher.

## 4.0 ENVIRONMENTAL CHECKLIST

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

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

### DISCUSSION OF IMPACTS

- a) *Less Than Significant Impact.* The project site is vacant, highly disturbed, and located in an area historically used for industrial purposes. As described in Section 3.0, Project Description, the proposed project site has been previously used for the storage of lumber and concrete. As such, it does not contain habitat suitable for special-status species. For the reasons stated, impacts to special-status species as a result of the proposed project would be less than significant.
- b) *No Impact.* The project area consists of vacant, industrial land. The entirety of the site has been heavily disturbed and does not contain sensitive natural communities or provide riparian habitat.
- 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.* The project site is devoid of vegetation, with the exception of seven poplar trees and one ash tree, ranging from 3 feet to 15 feet tall. Migratory birds are known to occur in the Yreka vicinity and are likely to pass through the project area. However, the project area is situated in an industrial setting just south of an operating meat-processing plant, east of Siskiyou Distributing, and west of Shasta Forest Products. These existing industrial land uses currently generate a fairly consistent amount of heavy-duty truck traffic most hours of the day. As such, there are no functional wildlife corridors in or immediately adjacent to the project area. The proposed project will not interfere with the movement of these migratory birds, any fish species, amphibians, or reptiles.

- e) *No Impact.* There are currently no adopted or proposed local policies or ordinances that affect the proposed project. Therefore, no conflict with occur.
- f) *No Impact.* There are currently no adopted or proposed habitat conservation plans, natural community conservation plans, or other approved local, regional, or state habitat conservation plans that affect the proposed project. Therefore, no conflict with occur.

**Mitigation Measures**

None required.

**4.0 ENVIRONMENTAL CHECKLIST**

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

**SETTING**

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

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

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

**DISCUSSION OF IMPACTS**

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

- c) *Less Than Significant Impact With Mitigation Incorporated.* Although no evidence of paleontological resources has been identified in 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 construction and/or operations, cultural resources (i.e., prehistoric sites, historic features, isolated artifacts, and features such as concentrations of shell or glass) are discovered, work shall be halted immediately within 50 feet of the discovery, the City of Yreka Public Works Department shall be immediately notified, and a professional archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to determine the significance of the discovery. The City shall consider mitigation recommendations presented by a professional archaeologist and implement a measure or measures that the City deems feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures.

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

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

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

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

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

**MM 4.5.3** If, during the course of project construction and/or operations, human remains are discovered, all work shall be halted immediately within 50 feet of the discovery, the City of Yreka Public Works Department shall be immediately notified, and the

#### 4.0 ENVIRONMENTAL CHECKLIST

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county coroner must be notified, according to Section 5097.98 of the California Public Resources Code and Section 7050.5 of the California Health and Safety Code. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, and the procedures outlined in California Code of Regulations Section 15064.5(d) and (e) shall be followed.

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

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

4.0 ENVIRONMENTAL CHECKLIST

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

SETTING

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

The Seismic Safety and Safety Element of the Siskiyou County General Plan (1975) states that over a 120-year period, nine or ten earthquakes capable of “considerable damage” occurred in the region. No deaths were 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 in the region consist of stable bedrock material with little likelihood of sliding. While Yreka is in an area having undulating and

## 4.0 ENVIRONMENTAL CHECKLIST

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varying topography, standard construction practices limit the amount of potential erosion, and the California Building Code addresses necessary construction techniques to accommodate soils in the area with expansive characteristics.

According to the City of Yreka General Plan, the project site is 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 ranging 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 in or adjacent to the city. The closest mapped fault to the project area is approximately 35 miles to the east. The California Geological Survey does not identify Yreka as a city affected by this fault or any other Alquist-Priolo Earthquake Fault Zone.
- ii) *Less Than Significant Impact.* See Response 4.6(a)(i). The city, along with all of Siskiyou County, is located in a region with moderate to high probability of earthquakes that may cause structural damage. Buildings constructed in California are subject to more stringent seismic safety standards than those constructed elsewhere in the United States. Earthquakes centered about 20 miles east of Mount 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 were recorded, and reported building damage was never 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, 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. The 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. In addition, according to the City General Plan, the Yreka vicinity is an area that is not conducive to liquefaction. 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. Similarly, proposed project operations would involve the use of heavy equipment and movement of materials and therefore also disturb on-site soils. However, with the application of standard construction practices and regulatory requirements, soil erosion and loss of topsoil is not a concern. Erosion from stormwater runoff is controlled by the National Pollutant Discharge Elimination System (NPDES), which requires sedimentation and erosion controls to be implemented. Wind erosion during construction is controlled by SCAPCD Rule 403, which requires fugitive dust to be reduced with the application of best available control technologies. Impacts would be 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.

## 4.0 ENVIRONMENTAL CHECKLIST

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

### SETTING

Since the early 1990s, scientific consensus holds that the world's population is releasing greenhouse gases (GHG) faster than the earth's natural systems can absorb them. These gases are released as byproducts of fossil fuel combustion, waste disposal, energy use, land-use changes, and other human activities. This release of gases, such as carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O), creates a blanket around the earth that allows light to pass through but traps heat at the surface, preventing its escape into space. While this is a naturally occurring process known as the greenhouse effect, human activities have accelerated the generation of GHGs beyond natural levels. The overabundance of GHGs in the atmosphere has led to an unexpected warming of the earth and has the potential to severely impact the earth's climate system.

Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. CH<sub>4</sub> traps over 25 times more heat per molecule than CO<sub>2</sub>, and N<sub>2</sub>O absorbs 298 times more heat per molecule than CO<sub>2</sub>. Often, estimates of GHG emissions are presented in carbon dioxide equivalents (CO<sub>2</sub>e), 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<sub>2</sub> 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.

Thresholds of significance illustrate the extent of an impact and are a basis from which to apply mitigation measures. Significance thresholds for GHG emissions resulting from land use development projects have not been established in Siskiyou County. In the absence of any GHG emission significance thresholds, the projected emissions are compared to the South Coast Air Quality Management District's recommended threshold of 3,000 metric tons of CO<sub>2</sub>e annually. While significance thresholds used in Southern California are not binding in Siskiyou County or Yreka, they are instructive for comparison purposes. The project would be

considered to have a significant impact if the projected emissions would surpass 3,000 metric tons of CO<sub>2</sub>e annually. There would also be long-term regional emissions associated with project-related new indirect source emissions.

**TABLE 4.7-1  
OPERATIONAL GHG EMISSIONS – METRIC TONS PER YEAR**

Source	CO <sub>2</sub> e
Area Source	38
Energy Source	1,592
Mobile Source	341
Solid Waste Source	1
Water Source	10
<b>Total</b>	<b>1,982</b>
<b>Significance Threshold</b>	<b>3,000</b>
<b>Exceed Threshold?</b>	<b>No</b>

Sources: CalEEMod version 2013.2.2; EPA 2011b. Refer to **Appendix B** for model data outputs.

Notes: Area source emissions include the operation of the front loader.

Energy source emissions account for the estimate of 64,800 kBtu energy consumption annually, which is based on the production of 8,000 cubic yards of concrete per year.

Mobile source emissions account for the daily commute trips of five employees and 50 daily product deliver trips.

As shown in **Table 4.7-1**, estimated GHG emissions resulting from both construction and operations of the proposed would total 1,982 metric tons of CO<sub>2</sub>e per year, which is less than the GHG threshold of 3,000 metric tons of CO<sub>2</sub>e per year and therefore a less than significant impact.

- b) *No Impact.* The project would not conflict with any adopted plans, policies, or regulations adopted for the purpose of reducing GHG emissions. While the proposed project is subject to compliance with the Global Warming Solutions Act (Assembly Bill [AB] 32), as identified under Response 4.7(a), proposed project-generated GHG emissions would not surpass GHG significance thresholds, which were prepared with the purpose of complying with the requirements of AB 32. Therefore, the proposed project would not conflict with AB 32.

**Mitigation Measures**

None required.

## 4.0 ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>4.8 HAZARDS AND HAZARDOUS MATERIALS.</b> Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### SETTING

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 California Department of Toxic Substances Control (DTSC). When issues of hazardous materials arise, it is not at all uncommon for other agencies to become involved, such as the applicable air pollution control district and both the federal and state Occupational Safety and Health Administrations (OSHA).

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 databases results in a total of one site within a 1-mile radius of the project site listed in the EnviroStor and GeoTracker databases (DTSC 2015; SWRCB 2015). This site, belonging to the Hi-Ridge Lumber Company, is located just north of the project site at 229 S. Phillippe Lane and is listed as in need of evaluation for potential lead contamination. The agency responsible for overseeing the cleanup is listed as the RWQCB. Consultation with the North Coast RWQCB will ensure that remediation efforts are carried out and that the cleanup of the site will be completed.

### DISCUSSION OF IMPACTS

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

While the proposed project would store some hazardous materials on-site (e.g., up to 1,200 gallons of propane fuel), all of the concrete chemical admixtures used to produce ready-mix concrete are nonhazardous. Adherence to the reporting requirements for hazardous materials, preparation of a hazardous material business plan, and compliance with all required regulations and laws would ensure that hazardous materials are stored and handled properly and that the proposed operation minimizes the potential for accidental upset. Therefore, with compliance with the law, this impact is considered to be less than significant.

- b) *Less Than Significant Impact With Mitigation Incorporated.* 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. However, with the application of standard construction practices and regulatory requirements, the effects of such spills would be minimized.

In terms of the potential release of hazardous materials during proposed project operations, all chemical admixtures used in the production of ready-mix concrete are nonhazardous. During the winter months, a water heater will be fired by propane fuel and used to heat batch water. Approximately 1,200 gallons of propane fuel would be stored in propane tanks at the project site. As discussed in Response 4.8(a) above, the applicant is required to comply with county and state requirements regarding the transport, storage, and handling of hazardous materials. These requirements include the Siskiyou County Environmental Health Division's

## 4.0 ENVIRONMENTAL CHECKLIST

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review and approval of a hazardous materials business/hazardous waste release response plan. Mitigation measure **MM 4.8.1** is provided below to address the accidental release of hazardous materials.

- c) *No Impact.* The project is not located within one-quarter mile of any school. The nearest schools to the project site are all located on the west side of Interstate 5, approximately 2 miles distant. In addition, compliance with existing regulations and standard safety procedures related to the handling of hazardous materials and waste would further reduce potential impacts to a level of insignificance, resulting in a determination of no impact.
- d) *Less Than Significant Impact.* As previously stated, a search of the DTSC and SWRCB databases identified only one open case of hazardous waste violations within a 1-mile radius of the proposed improvements and none on the project site. Consultation with the RWQCB would ensure remediation of the contaminated site and further reduce potential impacts to a less than significant level.
- e) *No Impact.* The closest public airport to the project site is Montague-Yreka Rohrer Field Airport, located just over 2 miles to the east. Therefore, the project site is more than 2 miles from a public or private airport. No impact would occur.
- f) *No Impact.* 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 industrial environment in an area that is not likely to be affected by wildland fires. Impacts would be less than significant.

### Mitigation Measures

**MM 4.8.1** The project applicant shall prepare and submit a hazardous materials business/hazardous waste release response plan for the site, including information on hazardous materials and hazardous waste handling and storage. The plan shall be submitted to the Siskiyou County Environmental Health Division for review and approval.

*Timing/Implementation:* Prior to approval of project plans

*Enforcement/Monitoring:* City of Yreka Planning Department; Siskiyou County Environmental Health Division

**4.0 ENVIRONMENTAL CHECKLIST**

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

**SETTING**

One of the most significant hydrology-related issues in Yreka is occasional flooding from storm events. The city is traversed by a number of natural and man-made drainages that experience dramatic seasonal fluctuations in flow and occasional short-term “pulse flow” conditions resulting in flooding. Occasional flooding due to 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.

## 4.0 ENVIRONMENTAL CHECKLIST

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The project site is located along the west side of South Phillippe Lane, which is equipped with curb, gutter, and storm drainage features. Surface water flows would be collected by an on-site ditch or swale, where stormwater would then be directed to the storm drain inlet and catch basins at the southeast corner of the project site. As mapped by the FEMA (2011) Flood Insurance Rate Mapping program, no portion of the proposed project is located in the 100-year floodplain.

### DISCUSSION OF IMPACTS

- a) *Less Than Significant Impact.* There is potential for the proposed project to result in degradation of water quality during both the construction and operational phases. Polluted runoff from the project site during construction and operation could include sediment from soil disturbances and oil and grease from heavy-duty equipment. The greatest potential source of water contaminants from the proposed project would be from erosion related to both construction and post-construction operations.

As previously stated, stormwater runoff from the site would be collected into catch basins and the storm drain inlet at the southeast corner of the property near the driveway off South Phillippe Lane. The proposed project would be connected to the City's municipal stormwater drainage facilities, which are required to comply with water quality standards and current permits. Therefore, the proposed project would result in a less than significant impact to water quality standards or waste discharge requirements.

- b) *Less Than Significant Impact.* The proposed project would receive water from the City's municipal water supply, which is sourced from surface water, and would not involve drilling a new well to serve the site. The project would result in an increase in impervious surfaces, specifically 2,800 square feet of new buildings (office and shop building), 3,659 square feet of landscaped area, and 22,533 square feet of paved surface area, for a total lot coverage of 28,992 square feet. Despite this increase in impervious surfaces, the total lot coverage would equate to 15.5 percent of the parcel's total area of 185,565 square feet. Therefore, the addition of these surfaces would not significantly interfere with groundwater recharge, as there are sufficient pervious surfaces adjacent to these improvements.
- c) *Less Than Significant Impact.* See Response 4.6(b). Construction activities during project site development, such as grading, excavation, and soil hauling, would disturb soils and potentially expose them to wind and water erosion. Similarly, proposed project operations would involve the use of heavy equipment and movement of materials and therefore could also disturb on-site soils. However, with the application of standard construction practices and compliance with regulatory requirements, soil erosion and loss of topsoil is not a concern for the site. In addition, the project site does not contain any surface water features.
- d) *Less Than Significant Impact.* See Responses 4.6(b) and 4.9(c). The proposed project would alter the existing drainage patterns on the site by adding impermeable surfaces to portions of the site. Impervious surfaces will allow stormwater to move more quickly through the site, increasing the rate of runoff, and thus have more erosive potential. However, on-site stormwater would be collected in a ditch or swale and directed to the catch basins and storm drain inlet at the southeast corner of the project site. For these reasons, the proposed project would have a less than significant impact regarding flooding on- or off-site.
- e) *Less Than Significant Impact.* See Responses 4.6(a) and 4.9(c). The proposed project would alter the existing drainage patterns on the site by resulting in changes to the amount of impervious surface. 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. Compliance with existing regulations developed to minimize the release of polluted runoff from construction sites would reduce this impact to a less than significant level.

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

### **Mitigation Measures**

None required.

## 4.0 ENVIRONMENTAL CHECKLIST

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

### SETTING

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

The project site contains one parcel located within the Yreka city limits; that parcel is owned by Sousa Ready Mix, LLC. The project site is designated Industrial in the City General Plan and is zoned Heavy Industrial (M-2). As defined by the General Plan, the Industrial designation is intended to accommodate "lumber mills, asphalt plants, manufacturers of product designed predominantly for sale off site" (Yreka 2003).

### DISCUSSION OF IMPACTS

- a) *No Impact.* The project will not result in the division of an existing community. The project site is located in an area of Yreka with existing industrial development. While there are undeveloped lands in the project vicinity, these lands are designated and zoned for industrial development. Therefore, the proposed project will not divide an established community.
- b) *No Impact.* The project is required to secure a Conditional Use Permit, pursuant to City Municipal Code Section 16.42.070, to allow the construction of a concrete batch plant, small portable office trailer, aggregate storage area, truck and auto parking, precast concrete area, and concrete truck washout basin. The primary use at the site would be the production of ready-mix concrete. The project is consistent with the City's General Plan and Zoning Ordinance.
- c) *No Impact.* See subsection 4, Biological Resources. No habitat conservation or natural community conservation plans are applicable to the project area.

**Mitigation Measures**

None required.

## 4.0 ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>4.11 MINERAL RESOURCES.</b> Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### SETTING

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

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

The project site is located in an area that has been heavily disturbed. The site was previously used for the storage of lumber and recycled concrete.

### 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 in the project area delineated in the City's General Plan.

### Mitigation Measures

None required.

4.0 ENVIRONMENTAL CHECKLIST

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

SETTING

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

**Noise Fundamentals**

Noise is generally defined as sound that is loud, disagreeable, or unexpected. The selection of a proper noise descriptor for a specific source is dependent on the spatial and temporal distribution, duration, and fluctuation of the noise. The noise descriptors most often encountered when dealing with traffic, community, and environmental noise include an overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear (in dBA).

Noise can be generated by a number of sources, including mobile sources, such as automobiles, trucks, and airplanes, and stationary sources, such as construction sites, machinery, and industrial operations. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Mobile transportation sources, such as highways, and hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of 3.0 dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance from the source. Noise generated by stationary sources typically

## 4.0 ENVIRONMENTAL CHECKLIST

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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. Typical construction noise levels vary up to a maximum of 95 dBA at 50 feet from the construction site during the noisiest construction phases. Site preparation activities, which include excavation and grading, tend to generate the highest noise levels because the noisiest construction equipment is earth-moving equipment. Earth-moving equipment includes excavating machinery such as backhoes, bulldozers, draglines, front loaders, and earth-moving and compacting equipment, which includes compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings. **Table 4.12-1** summarizes noise levels produced by construction equipment that is commonly used during construction projects.

**TABLE 4.12-1**  
**TYPICAL CONSTRUCTION NOISE LEVELS**

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

Sources: FTA 2006; FHWA 2006; EPA 1971

As depicted in **Table 4.12-1**, noise levels generated by individual pieces of construction equipment typically range from approximately 74 dBA to 88 dBA  $L_{max}$  at 50 feet (FTA 2006).

Average-hourly noise levels associated with construction projects can vary, depending on the activities performed, reaching levels of up to approximately 83 dBA at 50 feet. Short-term increases in vehicle traffic, including worker commute trips and haul truck trips, may also result in temporary increases in ambient noise levels at nearby receptors. During project construction, exterior noise levels could affect the nearest existing sensitive receivers in the vicinity. The nearest noise-sensitive receptors include residences to the west, which are approximately 2,300 feet from the project site.

The City's General Plan Noise Element establishes policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise-sensitive land uses. For instance, the maximum allowable noise level for residential land uses under the City's General Plan Noise Element is 50 dBA. As depicted in **Table 4.12-1**, noise generated by individual equipment can reach levels of up to approximately 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 56.5 dBA at the nearest residential land uses, which is above the City standard. However, City General Plan Noise Element Policy 9 exempts construction activities from City noise standards because such activity is temporary. In addition, City General Plan Noise Element Policy 10 limits construction activities to the hours between 7 a.m. and 5 p.m. For these reasons, short-term noise levels related to construction of the proposed project would be less than significant.

**Long Term.** The operation of the concrete batch plant would generate noise. Noise would also be generated primarily from the ready-mix trucks and the loading of the aggregate bins. While noise levels resulting from the project are not expected to be high, they will inevitably be higher than under existing conditions (i.e., a vacant parcel). However, an increase in noise is expected from industrial activities and the project would not have a significant adverse effect on the surrounding environment.

The nearest noise-sensitive land use are two single-family homes located approximately 2,300 feet to the west of the proposed concrete batch plant. As previously stated, the maximum allowable noise level for residential land uses under the City's General Plan Noise Element is 50 dBA. Based on the traffic model analysis generated for this project, predicted exterior average-hourly noise levels would be approximately 42.7 dBA at the nearest residential land uses, which is less than the maximum allowable noise level under the City standard (see **Appendix C** for traffic model data).

Furthermore, the project site is located in an area of Yreka with existing industrial development (immediately north of the project site is a meat-processing plant, with Siskiyou Distributing to the west and Shasta Forest Products to the east). Therefore, 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 would be less than significant.

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

## 4.0 ENVIRONMENTAL CHECKLIST

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

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

Source: FTA 2006; Caltrans 2004

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

- c) *Less Than Significant Impact*. See Response 4.12(a).
- d) *Less Than Significant Impact*. See Response 4.12(a).
- e) *No Impact*. The project is not located within 2 miles of an airport.
- 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
<b>4.13 POPULATION AND HOUSING.</b> Would the project:				
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SETTING

According to the California Department of Finance (2015), the population of Yreka was approximately 7,849 as of January 2015, with 3,391 occupied dwelling units and an average of 2.28 persons per household. No housing exists on the project site.

DISCUSSION OF IMPACTS

- a) *No Impact.* The proposed project does not include the construction of any new homes and will not require the extension of roads or infrastructure. As such, the proposed project will have no impact with regarding to population growth.
- b) *No Impact.* Because the project site is a vacant lot, the project would not displace any housing.
- c) *No Impact.* Because the project site is a vacant lot, the project would not displace any people.

Mitigation Measures

None required.

## 4.0 ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>4.14 PUBLIC SERVICES.</b> Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### SETTING

#### Fire Protection

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

The service boundaries of the department are the city limits, although the department has a mutual aid agreement with Cal Fire to provide fire protection services to outlying areas (Yreka 2003, p. 6-4). One fire hydrant is currently located on the project 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. The City operates and maintains nine parks, one pool, two ball fields, and the Yreka Creek Greenway, all funded by the City's General Fund.

### **Other Public Facilities**

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

### **DISCUSSION OF IMPACTS**

- a) *Less Than Significant Impact.* Development of the project site would result in a need for fire protection services to respond to any potential incidents that may occur at the site. However, the project site is located in a developed part of the city that currently receives fire service. While a new industrial facility would require services, it would not result in the need for new fire personnel or facilities, as services can adequately be provided by existing personnel out of existing facilities. Therefore, this impact is less than significant.
- b) *Less Than Significant Impact.* Development of the project site would result in a need for police protection services to respond to any potential incidents that may occur at the site. However, the project site is located in a developed part of the city that currently receives police service. While a new industrial land use would require services, it would not result in the need for new police personnel or facilities, as services can adequately be provided by existing personnel out of existing facilities. Therefore, this impact is less than significant.
- c) *No Impact.* The proposed project does not propose any housing and would not include any other components that would result in an increased demand for schools. As such, there would be no need for additional facilities to maintain acceptable service ratios for schools. No impact would occur.
- d) *No Impact.* The proposed project does not propose any housing and would not include any other components that would result in an increased demand for parks. As such, there would be no need for additional facilities to maintain acceptable service ratios for parks. No impact would occur.
- e) *No Impact.* The proposed project does not propose any housing and would not include any other components that would result in an increased demand other public services, such as libraries. As such, there would be no need for additional facilities to maintain acceptable service ratios. No impact would occur.

### **Mitigation Measures**

None required.

**4.0 ENVIRONMENTAL CHECKLIST**

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>4.15 RECREATION.</b>				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities, or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**SETTING**

Recreational opportunities for both youth and adults are varied in Yreka. A well-rounded variety of programs and activities is available to Yreka's residents at City, school, and private recreational facilities. The City's Department of Public Works operates and maintains nine parks, one pool, two ball fields, the Yreka Creek Greenway, a senior center and community theater, all funded by the City's General Fund. Private recreational facilities include a community theater, the YMCA, fitness centers, and a bowling alley.

**DISCUSSION OF IMPACTS**

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

**Mitigation Measures**

None required.

**4.0 ENVIRONMENTAL CHECKLIST**

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

**SETTING**

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

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

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

The site is bounded on the south by the Yreka Western Railroad tracks; the railroad is not currently in operation. South Phillippe Lane abuts the project site to the east and Oberlin Road is located approximately 1.5 miles south of the project site. South Phillippe Lane has existing curb and gutter improvements. Direct access to the site is currently provided from South Phillippe Lane via a 60-foot-

## 4.0 ENVIRONMENTAL CHECKLIST

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wide easement between adjacent parcels at the southeastern edge of the project site. In addition, the project proposes three entrance gates. The west gate will be primarily for aggregate delivery. The central gate will be used as the primary entry for employees and returning ready-mix trucks. The east gate will be for trucks and employees exiting the property. The travel ways around the concrete batch plant will be paved, as well as the west entrance; however, the aggregate storage area will not be paved.

### DISCUSSION OF IMPACTS

- a) *Less Than Significant Impact.* The proposed project site is located adjacent to South Phillippe Lane within 1,000 feet of SR 3/Montague Road. With the proposed project, cement trucks would be used to mix and deliver concrete to construction sites as needed. Primary access to the project site would be provided from South Phillippe Lane via a 60-foot-wide easement between adjacent parcels at the southeastern edge of the project site. Ready-mix concrete and pre-cast concrete products would be shipped to and from the site primarily via SR 3/Montague Road. The applicant anticipates that project operations would result in an average of 5 to 7 truck deliveries per day; however, during the peak summer season, deliveries could be as frequent as 50 truckloads a day. Overall, the average number of summertime deliveries will be higher than the number of wintertime deliveries, ranging from 14 deliveries a day in September and October to as low as zero or 1 to 2 deliveries on a winter day. Outgoing trucks would operate all year. Once they leave the project site, the trucks would drive north on South Phillippe Lane to access SR 3/Montague Road, then drive west to Interstate 5 before heading either north or south.

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

The proposed project would result in a maximum of 50 daily truck deliveries in the summer season. Additionally, the project anticipates three to five employees accessing the site each day, as well as two visitors. Assuming that every employee travels to the site via automobile as the sole passenger and that each employee would leave the site for a lunch break before returning, each project employee would represent four trips and each visitor would represent two trips. Therefore, project employee and visitor trips would result in an average of 24 trips daily year-round, while delivery truck trips during peak season (summertime) would equate to an average of 100 trips daily (five employees and two visitors coming and going and 50 ready-mix concrete trucks coming and going  $[(5 \times 4) + (2 \times 2) + (50 \times 2)]$ ).

The most recent traffic data for South Phillippe Lane shows that 701 traffic trips are accommodated daily (Yreka 2014). The addition of a maximum 100 truck daily trips (during peak season) and 24 employee/visitor daily trips for a total of 124 maximum daily trips to the existing daily traffic on South Phillippe Lane would not surpass the City General Plan threshold of 2,500 ADT for a collector roadway  $[701 \text{ existing daily trips} + 124 \text{ project daily trips} = 825]$ .

According to the California Department of Transportation's (2013) inventory of traffic volumes on the California highway system, the segment of SR 3/Montague Road between South

Phillipe Lane and Interstate 5 currently accommodates an average of 2,200 traffic trips per day. The addition of a total of 124 maximum daily trips to the existing daily traffic on SR 3/Montague Road would not surpass the City General Plan threshold of 5,000 ADT for an arterial roadway [2,200 existing daily trips + 124 project daily trips = 2,324].

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

- b) *Less Than Significant Impact.* See Response 4.16(a). According to General Plan Circulation Element Program Cl.4.F, traffic impacts are considered significant if they result in traffic that exceeds the environmental capacity of ADT, which is defined as greater than 2,500 ADT on collector facilities like South Phillipe Lane and greater than 5,000 ADT on arterial facilities like SR 3/Montague Road. The proposed project's contribution to local traffic would not surpass these City General Plan thresholds.
- c) *No Impact.* The closest public airport to Yreka is Montague-Yreka Rohrer Field Airport, located just over 2 miles to the east. However, there are no project components that would affect air traffic patterns.
- d) *No Impact.* No design features associated with the proposed project would increase hazards. Primary access to the project site would be provided from South Phillipe Lane via a 60-foot-wide easement between adjacent parcels at the southeastern edge of the project site. South Phillipe Lane has existing curb, gutter, and sidewalk improvements, and according to the City General Plan Circulation Element (2003), South Phillipe Lane is classified as a roadway that is designed to carry significant industrial traffic.
- e) *No Impact.* Emergency vehicles would access the site from South Phillipe Lane via SR 3/Montague Road. A secondary emergency access route would also be available from South Phillipe Lane via Oberlin Road to the south of the project site. There is no impact from the proposed project.
- f) *No Impact.* The proposed project will not conflict with adopted plans for alternative transportation and will not have an impact on alternative transportation.

### **Mitigation Measures**

None required.

## 4.0 ENVIRONMENTAL CHECKLIST

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

### SETTING

#### Water Supply

Water supply for Yreka originates from the Fall Creek Pumping Station and is piped to the city for distribution. Water is chlorinated at the source and again at the treatment plant and then is filtered 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 (mgd), while summer usage can increase up to 6.0 mgd during peak demands. Most of the system is looped, and adequate pressure is available throughout most of the city (Yreka 2003). Existing water lines are located in South Phillipe Lane adjacent to the site. The project proposes to tap into the City's water lines located in South Phillipe Lane.

#### Wastewater

The wastewater treatment facility for Yreka is located between State Route 263 (N. Main Street) and Yreka Creek, approximately 600 feet north of the intersection of Montague Road and SR 263. The wastewater treatment plant has a design capacity of 1.0 million gallons per day of average dry weather flow. Average dry weather flow (ADWF) is 0.7 mgd. Average wet weather flow (AWWF) is 0.9 mgd (Yreka 2003). Existing wastewater lines are located in South Phillipe Lane

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

### **Storm Drainage**

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

As discussed in subsection 4.9, Hydrology and Water Quality, the proposed project would be connected to the City's municipal stormwater drainage facilities. The site plan submitted for the project site indicates the direction of surface level stormwater flows on-site. Most on-site stormwater is sheet flow that may enter an on-site ditch or swale, which will convey it to the storm drain inlet near the southeast corner of the property.

### **Solid Waste**

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

## **DISCUSSION OF IMPACTS**

- a) *Less Than Significant Impact.* Wastewater disposal is regulated under the federal Clean Water Act and the state Porter-Cologne Water Quality Control Act. The North Coast RWQCB implements these acts by administering the National Pollutant Discharge Elimination System (NPDES), issuing water discharge permits, and establishing best management practices (BMPs). The proposed project would result in increased wastewater flows that would be collected and treated at the Yreka wastewater treatment plant. As previously stated, the plant has a design capacity of 1.0 million gallons per day of average dry weather flow, and the current dry weather flow averages 0.7 mgd. 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 recently approved a project to repair or replace portions of the City's existing municipal wastewater collection system at 13 locations and to modify the waste treatment and sludge drying infrastructure at the City's existing wastewater treatment plant. Once the infrastructure project is complete, Yreka's wastewater disposal needs will be accommodated 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 industrial uses.

## 4.0 ENVIRONMENTAL CHECKLIST

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

In terms of wastewater disposal facilities, the City recently approved a project to repair or replace portions of the City's existing municipal wastewater collection system at 13 locations and to modify waste treatment and sludge drying infrastructure at the City's existing wastewater treatment plant. Once the infrastructure project is complete, Yreka's wastewater disposal needs will be accommodated 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.* The proposed project would increase the amount of impervious surfaces on the project site, resulting in greater stormwater runoff potential. However, the addition of these surfaces would not significantly impact stormwater systems, as there are sufficient pervious surfaces adjacent to the project site. As discussed previously, the project would develop stormwater retention on-site through the use of drainage ditches or swales that carry stormwater flows to catch basins and the storm drain inlet at the southeast corner of the property. As such, existing stormwater retention and conveyance systems would be unaffected.
- d) *Less Than Significant Impact.* As previously stated, the City has a current winter water usage of 1.0 mgd, while summer usage can increase up to 6.0 mgd during peak demands. Water use data for the proposed business was obtained from Appendices E and F of the Pacific Institute's (2003) Waste Not, Want Not report, which reports total gallons of water used per day per employee (152 gallons per employee each day). The total daily water use was converted to annual water use based on 365 days, which is conservative as it does not exclude weekends or holidays. According to the project applicant, three to five employees would work on the proposed project site during operations. Use of 152 gallons per five employees each day equals 760 gallons used daily and 277,400 gallons of water used annually. In addition, the applicant estimates the use of an additional 1,820 to 3,636 gallons daily for plant-specific activities such as batching concrete, wetting aggregate stockpiles, and washing out the ready-mix truck basins. The addition of this water use equates to between 2,580 and 4,396 gallons used daily, or between 941,700 and 1,604,540 gallons of water used annually.

The City had an annual water demand of 646.1 million gallons in 2012, or an average of 1.8 million gallons per day (Yreka 2013, p. 11). According to the City's (2010) Urban Water Management Plan, the city's total available water supply is 12,134 acre-feet per year (approximately 3,953,881,215 gallons annually or 10,832,551 gallons per day). The project's water usage of 1,604,540 gallons annually or 4,396 gallons daily would equate to 0.0004 percent of the city's water supply. While the proposed use will increase the demand for water in the city, the use is consistent with the land use assumptions contained in the General Plan and would not increase demand for water beyond the available 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 2055.

Using waste generation rates published by the California Department of Resources Recycling and Recovery (CalRecycle), the proposed project is estimated to generate approximately 6 tons of solid waste during construction (2,800 square feet of nonresidential building space x 4.34 = 12,152 pounds/6.076 tons). The California Building Code requires that a minimum of 50 percent of construction waste be diverted from the landfill.

In terms of project operations, approximately 8.15 tons of solid waste would be generated annually (assuming all five employees work every day). This estimate was obtained using ratios obtained from CalRecycle's (2012b) estimated solid waste generation rates for industrial land use, which projects the generation of approximately 8.93 pounds of solid waste per employee each day (5 x 8.93 = 44.65 pounds daily; 44.65 pounds x 365 = 16,297.25 pounds/8.15 tons annually).

The proposed project would generate a total of 6.076 tons of solid waste over the duration of construction activities, 50 percent of which must be diverted from the landfill, and a total of 8.15 tons annually during project operations. Under existing state permits, the landfill may accept 1,850 tons of solid waste per day until the year 2055. Therefore, the project's daily contribution to the landfill relative to the landfill's capacity is considered less than significant.

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

### **Mitigation Measures**

None required.

## 4.0 ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>4.18 MANDATORY FINDINGS OF SIGNIFICANCE.</b>				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### DISCUSSION OF IMPACTS

- a) *Less Than Significant Impact With Mitigation Incorporated.* Several IS/MND subsections have identified the potential for significant environmental impacts: 4.1, Aesthetics; 4.3, Air Quality; 4.5, Cultural Resources; and 4.8, Hazards and Hazardous Materials. However, with the implementation of mitigation measures included in the relevant subsections of this document, these potential impacts would be reduced to a level that is considered less than significant.
- b) *Less Than Significant Impact With Mitigation Incorporated.* 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 noise and air quality. However, with the implementation of mitigation measures included in the relevant subsections of this IS/MND, the proposed project's potential impacts would be reduced to a level that is considered less than significant.
- c) *Less Than Significant Impact With Mitigation Incorporated.* With the implementation of mitigation measures included in this IS/MND, the project will not result in adverse impacts on human beings.

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## **5.0 REFERENCES**

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### 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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## 5.0 REFERENCES

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# **APPENDICES**

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## **APPENDIX A: AIR QUALITY**

**Sousa Ready Mix Concrete Batch Plant  
Siskiyou County, Summer**

**1.0 Project Characteristics**

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**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Heavy Industry	0.45	1000sqft	0.01	450.00	0
General Office Building	2.40	1000sqft	0.06	2,400.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Rural	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	85
<b>Climate Zone</b>	14			<b>Operational Year</b>	2017
<b>Utility Company</b>	PacifiCorp				
<b>CO2 Intensity (lb/MW hr)</b>	1656.39	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics -

Energy Use - Concrete batch plant energy consumption - EPA

Vehicle Trips - Trip generation based on the maximum assumed 5 employees and the maximum assumed 50 haul trips daily

Operational Off-Road Equipment - Operations includes 1 front loader

Vehicle Emission Factors - 91 percent of project traffic = haul trucks

Table Name	Column Name	Default Value	New Value
tblEnergyUse	T24NG	3.37	64,800.00
tblOperationalOffRoadEquipment	OperLoadFactor	0.37	0.37
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	1.00
tblProjectCharacteristics	OperationalYear	2014	2017
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblVehicleEF	HHD	0.21	0.00
tblVehicleEF	HHD	0.21	0.00
tblVehicleEF	HHD	0.21	0.00
tblVehicleEF	LDA	0.28	0.01
tblVehicleEF	LDA	0.28	0.01
tblVehicleEF	LDA	0.28	0.01
tblVehicleEF	LDT1	0.10	0.01
tblVehicleEF	LDT1	0.10	0.01
tblVehicleEF	LDT1	0.10	0.01
tblVehicleEF	LDT2	0.15	0.02
tblVehicleEF	LDT2	0.15	0.02
tblVehicleEF	LDT2	0.15	0.02
tblVehicleEF	LHD1	0.10	0.01
tblVehicleEF	LHD1	0.10	0.01
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tblVehicleEF	MCY	6.1050e-003	0.00
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tblVehicleEF	MDV	0.14	0.03
tblVehicleEF	MDV	0.14	0.03
tblVehicleEF	MDV	0.14	0.03

tblVehicleEF	MH	4.1720e-003	0.00
tblVehicleEF	MH	4.1720e-003	0.00
tblVehicleEF	MH	4.1720e-003	0.00
tblVehicleEF	MHD	0.01	0.91
tblVehicleEF	MHD	0.01	0.91
tblVehicleEF	MHD	0.01	0.91
tblVehicleEF	OBUS	2.4320e-003	0.00
tblVehicleEF	OBUS	2.4320e-003	0.00
tblVehicleEF	OBUS	2.4320e-003	0.00
tblVehicleEF	SBUS	1.7610e-003	0.00
tblVehicleEF	SBUS	1.7610e-003	0.00
tblVehicleEF	SBUS	1.7610e-003	0.00
tblVehicleEF	UBUS	1.1870e-003	0.00
tblVehicleEF	UBUS	1.1870e-003	0.00
tblVehicleEF	UBUS	1.1870e-003	0.00
tblVehicleTrips	CC_TL	6.60	20.00
tblVehicleTrips	CC_TTP	28.00	100.00
tblVehicleTrips	CNW_TL	6.60	0.00
tblVehicleTrips	CNW_TTP	13.00	0.00
tblVehicleTrips	CW_TL	14.70	0.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.50	111.11
tblVehicleTrips	ST_TR	2.37	2.08
tblVehicleTrips	SU_TR	1.50	111.11
tblVehicleTrips	SU_TR	0.98	2.08
tblVehicleTrips	WD_TR	1.50	111.11
tblVehicleTrips	WD_TR	11.01	2.08

## 2.0 Emissions Summary

### 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	0.0791	0.0000	3.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		6.2000e-004	6.2000e-004	0.0000		6.6000e-004
Energy	0.8630	7.8457	6.5904	0.0471		0.5963	0.5963		0.5963	0.5963		9,414.8214	9,414.8214	0.1805	0.1726	9,472.1185
Mobile	1.0058	7.2106	8.7812	0.0214	0.8991	0.1788	1.0779	0.2556	0.1644	0.4200		2,072.2537	2,072.2537	0.0225		2,072.7267
Offroad	0.3155	3.0315	2.3841	3.1000e-003		0.2280	0.2280		0.2098	0.2098		316.9747	316.9747	0.0971		319.0142
<b>Total</b>	<b>2.2635</b>	<b>18.0878</b>	<b>17.7560</b>	<b>0.0716</b>	<b>0.8991</b>	<b>1.0031</b>	<b>1.9021</b>	<b>0.2556</b>	<b>0.9704</b>	<b>1.2260</b>		<b>11,804.0504</b>	<b>11,804.0504</b>	<b>0.3001</b>	<b>0.1726</b>	<b>11,863.8601</b>

## 3.0 Operational Detail - Mobile

### 3.1 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					
Unmitigated	1.0058	7.2106	8.7812	0.0214	0.8991	0.1788	1.0779	0.2556	0.1644	0.4200		2,072.2537	2,072.2537	0.0225		2,072.7267

### 3.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Heavy Industry	50.00	50.00	50.00	363,996	363,996
General Office Building	4.99	4.99	4.99	13,782	13,782
<b>Total</b>	<b>54.99</b>	<b>54.99</b>	<b>54.99</b>	<b>377,778</b>	<b>377,778</b>

### 3.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Heavy Industry	0.00	20.00	0.00	0.00	100.00	0.00	100	0	0
General Office Building	14.70	6.60	6.60	33.00	48.00	19.00	77	19	4

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.010000	0.010000	0.020000	0.030000	0.010000	0.010000	0.910000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

### 4.0 Energy Detail

Historical Energy Use: N

#### 4.1 Mitigation Measures Energy

Category	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
NaturalGas Unmitigated	0.8630	7.8457	6.5904	0.0471		0.5963	0.5963		0.5963	0.5963	9,414.8214	9,414.8214	9,414.8214	0.1805	0.1726	9,472.11854

#### 4.2 Energy by Land Use - NaturalGas

##### Unmitigated

Land Use	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
General Heavy Industry	79890.8	0.8616	7.8324	6.5792	0.0470		0.5953	0.5953		0.5953	0.5953	9,398.9168	9,398.9168	9,398.9168	0.1802	0.1723	9,456.11718
General Office Building	135.189	1.4600e-003	0.0133	0.0111	8.0000e-005		1.0100e-003	1.0100e-003		1.0100e-003	1.0100e-003	15.9046	15.9046	15.9046	3.0000e-004	2.9000e-004	16.0014
<b>Total</b>		<b>0.8630</b>	<b>7.8457</b>	<b>6.5904</b>	<b>0.0471</b>		<b>0.5963</b>	<b>0.5963</b>		<b>0.5963</b>	<b>0.5963</b>		<b>9,414.8214</b>	<b>9,414.8214</b>	<b>0.1805</b>	<b>0.1726</b>	<b>9,472.11854</b>

## 5.0 Area Detail

### 5.1 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						
Unmitigated	0.0791	0.0000	3.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000			6.2000e-004	6.2000e-004	0.0000		6.6000e-004

### 5.2 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	0.0181					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000	
Consumer Products	0.0610					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000	
Landscaping	3.0000e-005	0.0000	3.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000			6.2000e-004	6.2000e-004	0.0000		6.6000e-004
<b>Total</b>	<b>0.0791</b>	<b>0.0000</b>	<b>3.0000e-004</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>			<b>6.2000e-004</b>	<b>6.2000e-004</b>	<b>0.0000</b>		<b>6.6000e-004</b>

## 6.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Tractors/Loaders/Backhoes	1	8.00	260	97	0.37	Diesel

### UnMitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Equipment Type	lb/day										lb/day						
Tractors/Loaders/Backhoes	0.3155	3.0315	2.3841	3.1000e-003		0.2280	0.2280		0.2098	0.2098			316.9747	316.9747	0.0971		319.0142
<b>Total</b>	<b>0.3155</b>	<b>3.0315</b>	<b>2.3841</b>	<b>3.1000e-003</b>		<b>0.2280</b>	<b>0.2280</b>		<b>0.2098</b>	<b>0.2098</b>			<b>316.9747</b>	<b>316.9747</b>	<b>0.0971</b>		<b>319.0142</b>

**Concrete Batch Plant  
Particulate Matter Generation**

Based on the  
production of 8,000 cubic yards of concrete annually  
[21.9 cubic yards daily]

Project Action	Tonnage Equivalent	Particulate Matter (lbs per day)
Aggregate Transfer	29.57	0.10
Sand Transfer	32.85	0.03
Cement Unloading to Elevated Silo	43.80	0.23
Weigh Hopper Loading	43.80	0.12
Mixer Loading	43.80	0.24
Truck Loading	43.80	13.58
<b>Daily Total</b>		<b>14.30</b>

Source:  
Environmental Protection Agency. 2011. AP42 Compilation of Air Pollutant Emission Factors Section 11.12 Concrete Batching. February 2011.

## **APPENDIX B: GREENHOUSE GASES**

**Sousa Ready Mix Concrete Batch Plant**  
**Siskiyou County, Annual**

## 1.0 Project Characteristics

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### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Heavy Industry	0.45	1000sqft	0.01	450.00	0
General Office Building	2.40	1000sqft	0.06	2,400.00	0

### 1.2 Other Project Characteristics

<b>Urbanization</b>	Rural	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	85
<b>Climate Zone</b>	14			<b>Operational Year</b>	2017
<b>Utility Company</b>	PacifiCorp				
<b>CO2 Intensity (lb/MW hr)</b>	1656.39	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Energy Use - Concrete batch plant energy consumption - EPA

Vehicle Trips - Trip generation based on the maximum assumed 5 employees and the maximum assumed 50 haul trips daily

Operational Off-Road Equipment - Operations includes 1 front loader

Vehicle Emission Factors - 91 percent of project traffic = haul trucks

Water And Wastewater - Water consumption

Table Name	Column Name	Default Value	New Value
tblEnergyUse	T24NG	3.37	64,800.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	1.00
tblProjectCharacteristics	OperationalYear	2014	2017
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblVehicleEF	HHD	0.21	0.00
tblVehicleEF	HHD	0.21	0.00
tblVehicleEF	HHD	0.21	0.00
tblVehicleEF	LDA	0.28	0.01
tblVehicleEF	LDA	0.28	0.01
tblVehicleEF	LDA	0.28	0.01
tblVehicleEF	LDT1	0.10	0.01
tblVehicleEF	LDT1	0.10	0.01
tblVehicleEF	LDT1	0.10	0.01
tblVehicleEF	LDT2	0.15	0.02
tblVehicleEF	LDT2	0.15	0.02
tblVehicleEF	LDT2	0.15	0.02
tblVehicleEF	LHD1	0.10	0.01
tblVehicleEF	LHD1	0.10	0.01
tblVehicleEF	LHD1	0.10	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	MCY	6.1050e-003	0.00
tblVehicleEF	MCY	6.1050e-003	0.00
tblVehicleEF	MCY	6.1050e-003	0.00
tblVehicleEF	MDV	0.14	0.03
tblVehicleEF	MDV	0.14	0.03
tblVehicleEF	MDV	0.14	0.03
tblVehicleEF	MH	4.1720e-003	0.00
tblVehicleEF	MH	4.1720e-003	0.00

tblVehicleEF	MH	4.1720e-003	0.00
tblVehicleEF	MHD	0.01	0.91
tblVehicleEF	MHD	0.01	0.91
tblVehicleEF	MHD	0.01	0.91
tblVehicleEF	OBUS	2.4320e-003	0.00
tblVehicleEF	OBUS	2.4320e-003	0.00
tblVehicleEF	OBUS	2.4320e-003	0.00
tblVehicleEF	SBUS	1.7610e-003	0.00
tblVehicleEF	SBUS	1.7610e-003	0.00
tblVehicleEF	SBUS	1.7610e-003	0.00
tblVehicleEF	UBUS	1.1870e-003	0.00
tblVehicleEF	UBUS	1.1870e-003	0.00
tblVehicleEF	UBUS	1.1870e-003	0.00
tblVehicleTrips	CC_TL	6.60	20.00
tblVehicleTrips	CC_TTP	28.00	100.00
tblVehicleTrips	CNW_TL	6.60	0.00
tblVehicleTrips	CNW_TTP	13.00	0.00
tblVehicleTrips	CW_TL	14.70	0.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.50	111.11
tblVehicleTrips	ST_TR	2.37	2.08
tblVehicleTrips	SU_TR	1.50	111.11
tblVehicleTrips	SU_TR	0.98	2.08
tblVehicleTrips	WD_TR	1.50	111.11
tblVehicleTrips	WD_TR	11.01	2.08
tblWater	IndoorWaterUseRate	104,062.50	1,327,000.00

## 2.0 Emissions Summary

### 2.1 Overall Operational

#### Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0144	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.0000e-005	5.0000e-005	0.0000	0.0000	5.0000e-005
Energy	0.1575	1.4318	1.2027	8.5900e-003		0.1088	0.1088		0.1088	0.1088	0.0000	1,582.5978	1,582.5978	0.0303	0.0287	1,592.1195
Mobile	0.2119	1.3650	2.0874	3.8800e-003	0.1564	0.0328	0.1892	0.0447	0.0302	0.0749	0.0000	340.6582	340.6582	3.7300e-003	0.0000	340.7366
Offroad	0.0410	0.3941	0.3099	4.0000e-004		0.0296	0.0296		0.0273	0.0273	0.0000	37.3821	37.3821	0.0115	0.0000	37.6226
Waste						0.0000	0.0000		0.0000	0.0000	0.5663	0.0000	0.5663	0.0335	0.0000	1.2692
Water						0.0000	0.0000		0.0000	0.0000	0.5563	7.8165	8.3728	0.0573	1.3800e-003	10.0026
<b>Total</b>	<b>0.4249</b>	<b>3.1910</b>	<b>3.6001</b>	<b>0.0129</b>	<b>0.1564</b>	<b>0.1713</b>	<b>0.3276</b>	<b>0.0447</b>	<b>0.1663</b>	<b>0.2110</b>	<b>1.1227</b>	<b>1,968.4545</b>	<b>1,969.5772</b>	<b>0.1362</b>	<b>0.0300</b>	<b>1,981.7506</b>

## 3.0 Operational Detail - Mobile

### 3.1 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					
Unmitigated	0.2119	1.3650	2.0874	3.8800e-003	0.1564	0.0328	0.1892	0.0447	0.0302	0.0749	0.0000	340.6582	340.6582	3.7300e-003	0.0000	340.7366

### 3.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Heavy Industry	50.00	50.00	50.00	363,996	363,996
General Office Building	4.99	4.99	4.99	13,782	13,782
<b>Total</b>	<b>54.99</b>	<b>54.99</b>	<b>54.99</b>	<b>377,778</b>	<b>377,778</b>

### 3.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Heavy Industry	0.00	20.00	0.00	0.00	100.00	0.00	100	0	0
General Office Building	14.70	6.60	6.60	33.00	48.00	19.00	77	19	4

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.010000	0.010000	0.020000	0.030000	0.010000	0.010000	0.910000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

### 4.0 Energy Detail

Historical Energy Use: N

### 4.1 Mitigation Measures Energy

Category	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
	tons/yr										MT/yr					
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	23.8685	23.8685	4.2000e-004	9.0000e-005	23.9041
NaturalGas Unmitigated	0.1575	1.4318	1.2027	8.5900e-003		0.1088	0.1088		0.1088	0.1088	0.0000	1,558.7293	1,558.7293	0.0299	0.0286	1,568.2154

## 4.2 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					
General Heavy Industry	2.91601e+007	0.1572	1.4294	1.2007	8.5800e-003		0.1086	0.1086		0.1086	0.1086	0.0000	1,556.0961	1,556.0961	0.0298	0.0285	1,565.5662
General Office Building	49344	2.7000e-004	2.4200e-003	2.0300e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	2.6332	2.6332	5.0000e-005	5.0000e-005	2.6492
<b>Total</b>		<b>0.1575</b>	<b>1.4318</b>	<b>1.2027</b>	<b>8.5900e-003</b>		<b>0.1088</b>	<b>0.1088</b>		<b>0.1088</b>	<b>0.1088</b>	<b>0.0000</b>	<b>1,558.7293</b>	<b>1,558.7293</b>	<b>0.0299</b>	<b>0.0286</b>	<b>1,568.2154</b>

## 4.3 Energy by Land Use - Electricity

### Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Heavy Industry	2128.5	1.5992	3.0000e-005	1.0000e-005	1.6016
General Office Building	29640	22.2693	3.9000e-004	8.0000e-005	22.3025
<b>Total</b>		<b>23.8685</b>	<b>4.2000e-004</b>	<b>9.0000e-005</b>	<b>23.9041</b>

## 5.0 Area Detail

### 5.1 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					
Unmitigated	0.0144	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.0000e-005	5.0000e-005	0.0000	0.0000	5.0000e-005

## 5.2 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	3.3000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0111					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.0000e-005	5.0000e-005	0.0000	0.0000	0.0000	5.0000e-005
<b>Total</b>	<b>0.0144</b>	<b>0.0000</b>	<b>3.0000e-005</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>5.0000e-005</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>5.0000e-005</b>

## 6.0 Water Detail

### 6.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Unmitigated	8.3728	0.0573	1.3800e-003	10.0026

## 6.2 Water by Land Use

### Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Heavy Industry	1.327 / 0	5.8158	0.0433	1.0400e-003	7.0484
General Office Building	0.426561 / 0.261441	2.5570	0.0139	3.4000e-004	2.9542
<b>Total</b>		<b>8.3728</b>	<b>0.0573</b>	<b>1.3800e-003</b>	<b>10.0026</b>

## 7.0 Waste Detail

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### 7.1 Mitigation Measures Waste

#### Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Unmitigated	0.5663	0.0335	0.0000	1.2692

## 7.2 Waste by Land Use

### Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Heavy Industry	0.56	0.1137	6.7200e-003	0.0000	0.2548
General Office Building	2.23	0.4527	0.0268	0.0000	1.0145
<b>Total</b>		<b>0.5663</b>	<b>0.0335</b>	<b>0.0000</b>	<b>1.2692</b>

## 8.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Tractors/Loaders/Backhoes	1	8.00	260	97	0.37	Diesel

### UnMitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Tractors/Loaders/Backhoes	0.0410	0.3941	0.3099	4.0000e-004		0.0296	0.0296		0.0273	0.0273	0.0000	37.3821	37.3821	0.0115	0.0000	37.6226
<b>Total</b>	<b>0.0410</b>	<b>0.3941</b>	<b>0.3099</b>	<b>4.0000e-004</b>		<b>0.0296</b>	<b>0.0296</b>		<b>0.0273</b>	<b>0.0273</b>	<b>0.0000</b>	<b>37.3821</b>	<b>37.3821</b>	<b>0.0115</b>	<b>0.0000</b>	<b>37.6226</b>

## **APPENDIX C: TRAFFIC ANALYSIS**

Operations

**TRAFFIC NOISE LEVELS**

**Project Name:** Yreka - Sousa Concrete Batch Plant

**Background Information**

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.  
 Analysis Scenario(s): **On-Site Operations**  
 Source of Traffic Volumes: Applicant  
 Community Noise Descriptor: L<sub>dn</sub>:      x CNEL:     

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

**Traffic Noise Levels**

Analysis Condition		Land Use	Lanes	Median Width	Peak Hour Volume	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor <sup>1</sup>	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix		Peak Hour L <sub>eq</sub> dB(A)	24-Hour L <sub>dn</sub> dB(A)
Project Site											Medium Trucks	Heavy Trucks		
<b>Project Site</b>														
Heavy Duty Truck Operations	Industrial	2	0	63	63	5	2400	0	0	5.0%	80.0%	42.7	31.7	

Existing Condition Fleet Mix derived from the CalEEMod modeling software.

**CITY OF YREKA  
PLANNING COMMISSION RESOLUTION PC 2016-10**

**APPROVAL OF CONDITIONAL USE PERMIT #4265  
AT 319 SOUTH PHILLIPE LANE (APNS 053-681-240)  
APPLICANT: SOUSA READY MIX, LLC.**

**WHEREAS**, Sousa Ready Mix, LLC. (applicant) have requested a Conditional Use Permit to permit the construction and operation of a Concrete Batch Plant and Sales Yard in the M-2, Heavy Industrial zone district; and

**WHEREAS**, heavy industrial or manufacturing uses which may be objectionable by reason of nuisance factors are permitted with a Conditional Use Permit by Chapter 16.42 of the Yreka Municipal Code; and

**WHEREAS**, the Planning Commission held a duly noticed public hearing to accept public comments and to review and consider the application on May 26, 2016; and

**WHEREAS**, the Planning Commission has determined that, subject to approval of the Conditional Use Permit and the project Conditions of Approval, the request is consistent with the Yreka General Plan and the standards of Yreka Municipal Code; and

**WHEREAS**, an Initial Study and Mitigated Negative Declaration (#2016-30) regarding the project was prepared in compliance with the California Environmental Quality Act and based on substantial evidence analyzed the potential impacts of the Project; and

**WHEREAS**, the Mitigated Negative Declaration was released for public comment beginning May 2, 2016 to May 23, 2016; and

**WHEREAS**, the Planning Commission finds that the Mitigated Negative Declaration is complete and adequate pursuant to the California Environmental Quality act, and that the City Council has considered and reviewed all information contained in it; and

**WHEREAS**, the Planning Commission has made the following findings with respect to the requested Conditional Use Permit:

1. The proposal will not be materially detrimental to the health, safety, peace, morals, comfort and general welfare of persons residing or working in the neighborhood of the proposed use.
2. The proposal will not be materially detrimental to property or improvements in the neighborhood.
3. The proposal will not be materially detrimental to the general welfare of the city.
4. An initial study has been prepared by the Planning Department to evaluate the potential for adverse environmental impacts. The Planning Commission finds that there is no substantial evidence, in light of the whole record before the Planning Commission, that the project will have a significant effect on the environment if the mitigation measures are adopted and implemented.

**NOW, THEREFORE, BE IT RESOLVED**, that the Planning Commission of the City of Yreka does hereby approve Conditional Use Permit #4265, subject to the following conditions:

**Conditions of Approval:**

1. Permittee is granted a permit to construct, establish and operate a Sousa Ready Mix, LLC. concrete batch plant including installing a ±400 square foot portable office trailer, a 450 square foot plant building, a 336 square foot aggregate bin building, a 10 foot diameter 50 foot high silo building, a wash rack, a concrete washout, three 66 foot by 66 foot aggregate sales bins and future 2,400 shop building and a future 10 foot diameter 50 foot high silo building on a project site of approximately 4.26 acres at 319 South Phillippe Lane, APN: 053-681-240. The premises shall not be occupied or opened to the public until all conditions hereinafter set forth have been complied with by the permittee.
2. All elements of the project application including the site plan shall be complied with as approved.
3. Adequate off-street parking facilities shall be provided as follows: one (1) space for each employee of the maximum working shift. As submitted, the project requires five (5) off-street parking spaces.
4. The off-street parking plan and facilities shall be approved by the City Manager. All loading, access drives, and aisles shall be paved and striped and bumper rails or other barriers shall be provided, as determined by the City Building Official or Director of Public Works and in accordance with Section 16.54.090 of the Yreka Municipal Code.
5. Parking required for disabled persons shall be marked, posted, and maintained in accord with provisions of the Motor Vehicles Code, California Building Code and any other law or regulation now or hereinafter enacted relating to parking for disabled persons.
6. Use shall be conducted in accordance with the site plan as submitted for the property located at 319 South Phillippe Lane, as approved by the Planning Commission on (date), and the site plan shall not be changed or deviated from without approval of the Planning Commission; provided, however, upon request of the Permittee and showing of good cause, the City Manager is authorized to permit minor modifications of the site plan without resubmission to the Planning Commission.
7. Prior to building permit issuance, an in-ground automated irrigation system designed with specifications that meets the requirements of Section 11.38.050 of the Yreka Municipal Code shall be submitted and approved by the City Manager or Building Official.
8. Permittee shall obtain approval of all required public improvements through the Department of Public Works' encroachment permit process for construction of and/or connection to any City sewer, water, or storm drain. For any public infrastructure improvements that need to be constructed, the Department of Public Works may require plans prepared by a registered civil engineer. The required plans would be in addition to the plans prepared for the Building Department.

9. Permittee shall obtain approval through the Department of Public Works for all required frontage improvements including sidewalks and driveway approach prior to construction or any on-site grading.
10. Permittee shall submit a grading plan for review and approval by the Building Official prior to construction or any on-site grading.
11. Permittee shall submit a storm water detention analysis and drainage plan for review and approval by the Director of Public Works and/or Building Official prior to start of construction or any on-site grading specifically related to the needs of the proposed project. On-site detention or storm drain extension may be required. Low Impact Development (LID) techniques and facilities shall be used to the maximum extent possible.
12. Permittee shall comply at all times with the zoning district regulations for the M-2, Heavy Industrial zone as set forth in section 16.42 of the Yreka Municipal Code.
13. Permittee shall obtain a building permit and shall pay the necessary fees prior to making any building, electrical, mechanical, or plumbing installations and/or improvements to the structure. Public infrastructure improvements such as curb, gutter, sidewalk, curb ramps, driveway approaches, street lights and asphalt concrete street pavement may be required upon issuance of a building permit in accordance with Yreka Municipal Code Section 11.24.030. If such improvements already exist, damaged public improvements shall be repaired and/or replaced to restore the improvements to a condition satisfactory to the Director of Public Works in accordance with Yreka Municipal Code Section 11.24.030.
14. Prior to the use of any of the buildings, the permittee shall secure a Certificate of Occupancy and approval of the Building Official and Fire Marshal that the structures meet the building standards and the fire regulations of the California Building Standards.
15. Prior to occupancy, the proposed landscape plan shall be revised, submitted and approved by the City Manager per Section 16.52.030 of the Yreka Municipal Code. The revised landscaping plan shall include, at least, an additional 52.3 feet of landscaped area for a total landscaped area of at least 3,711.3 square feet, as required by YMC Section 16.52.030(C). The following total landscape area is required by YMC Section 16.52.030(C):

On projects not requiring parking lot landscaping there shall be planted trees, shrubs and/or ground covers, as provided in subsection (A) in an area of not less than two percent (2%) of the total lot area.
16. The installation and maintenance of the landscaping shall be per the revised approved landscape plan. As necessary, replacement of landscaping is required to match the approved plan. Water efficient irrigation system shall be installed for the landscaping per Yreka Municipal Code Section 16.52.030 (E).
17. Construction activities shall be limited to the hours of 7:00am to 5:00pm; all construction equipment to be operated within 500' of an occupied residence shall only operate between the hours of 7:00am to 7:00pm Monday-Saturday and 8:00am to 5:00pm on

Sundays; and, hours of operation are limited to daytime hours only, including materials transport activities.

18. Permittee shall secure an annual City business license to carry on the business of a concrete batch plant.
19. Permittee shall obtain a batch plant permit from the Siskiyou County Air Pollution Control District, as required.
20. Exterior site lighting shall be dark sky compliant where possible and shall be shielded and directed inward to reduce off-site light impacts. Exterior lighting shall be limited to a maximum off-site light escape of one-foot candle at the property line.
21. The use permit granted in accordance with the terms of this title may be revoked if any of the conditions or terms of such permit are violated or if any law or ordinance is violated in connection therewith, or if the Planning Commission finds, with the concurrence of the City Council, that the continuance of the use permit will endanger the public health, safety, or welfare.
22. The site plan approval shall expire and the City may set hearings and take action to terminate if not used within one (1) year from the date of approval unless, prior to the expiration of one year, a building permit is issued and construction is commenced. Approval may be extended upon written application to the Planning Commission before expiration of the first approval.

#### *Mitigation Measures*

The following conditions of approval are also mitigation measures and relied upon to reduce impacts identified in the Initial Study to a less than significant level. While the Commission may make minor modifications to any condition of approval, including mitigation measures, any substantial modification to the mitigation measures will need to be reviewed in light of the entire record and could result in the need to recirculate the environmental document before taking action on the proposed project.

23. All lighting shall be shielded and directed inward onto the project site. It shall not create glare on neighboring properties. Tall fixtures that illuminate large areas shall be directed downward to prevent light spillover onto neighboring properties and streets. Lighting shall be directed away from adjacent roadways and shall not interfere with traffic or create a safety hazard. All outdoor lighting on the project site shall be shielded.
24. 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:
  - Use regular watering to control dust generation as described below.
  - When transporting soil and other dust-generating materials by truck during construction activities, cover materials and/or maintain 2 feet of freeboard.

- Wash or wet-sweep paved streets adjacent to construction sites as necessary to remove accumulated dust.
  - During earth-moving operations, conduct watering as necessary to prevent visible emissions from extending beyond active areas.
  - 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.
  - Pave, maintain a wet surface, or apply dust suppressants on all unpaved access roads, parking areas, and staging areas.
  - Suspend land clearing, grading, earth-moving, or excavation activities when winds exceed 20 miles per hour.
  - Cover inactive storage piles of topsoil or landscape materials.
  - 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.
  - No temporary asphalt or concrete batch plants will be allowed to operate on-site.
  - Construction staging areas should be located at a distance that would reduce odors and dust emissions from existing schools and residential areas.
25. In accordance with State law, the project shall be responsible for the cost of cleaning any spillage or the repair of damage to any State maintained roads or structures caused by hauling activities associated with the batch plant operations.
26. 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.
27. 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.

28. 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.

29. The applicant shall prepare and submit a hazardous materials business/hazardous waste release response plan for the site to include hazardous materials and hazardous waste handling and storage. The plan shall be submitted to the Siskiyou County Environmental Health Division for review.

The foregoing Resolution was adopted by the Planning Commission on the 26<sup>th</sup> day of May, 2016 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

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Matt Osborn, Commission Chairman

ATTEST:

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Liz Casson, City Clerk