

DRAFT

**Initial Study and Mitigated Negative Declaration
Reginatto's Gas Station (V1901 and UP1903) Project**

August 14, 2019

Lead Agency:



**Siskiyou County
806 South Main Street
Yreka, California 96097**

Prepared by:



ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

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DRAFT MITIGATED NEGATIVE DECLARATION REGINATTO'S GAS STATION (V1901 AND UP1903) PROJECT

Lead Agency: Siskiyou County

Project Proponent: Tony Reginatto

Project Location: The Project Area is located at 116 Broadway Avenue, McCloud in southern Siskiyou County. (*Figure 1. Project Vicinity and Figure 2 Site Location*). The Project is located in Section 1 of Township 39 North, Range 3 West, (Mount Diablo Base and Meridian). It is also known as Assessor's Parcel Numbers (APNs) 049-261-110, 049-261-010 and 049-261-140. The approximate center of the site is located at latitude 41°15' 06" N and longitude 122°08'03" W.

Project Description: The Proposed Project is for a request for a Variance, Use Permit, Boundary Line Adjustment of three existing parcels totaling ± 1.3 acres, of which 0.6 acre will remain vacant and not developed as a part of the Proposed Project. The Project includes the expansion of an existing convenience store to allow for the construction of a fueling center. The Project would remove one existing building to allow for the placement of an aboveground gasoline storage tank and an aboveground diesel storage tank. The Project includes the construction of three gasoline dispensers (allowing six fueling stations) and one diesel dispenser (allowing two fueling stations) as well as a canopy over the gasoline fueling area.

Public Review Period: To be determined

Mitigation Measures Incorporated into the Project to Avoid Significant Effects:

Cultural Resources

CUL-1: If subsurface deposits believed to be cultural or human in origin are discovered during grading and construction activities, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeologist, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, depending on the nature of the find:

- If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately, and no agency notifications are required.

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

Timing/Implementation: *During construction*

Monitoring/Enforcement: *Siskiyou County*

Geology and Soils

GEO-1: If paleontological or other geologically sensitive resources are identified during any phase of project development, the construction manager shall cease operation at the site of the discovery and immediately notify Siskiyou County. Siskiyou County shall retain a qualified paleontologist to provide an evaluation of the find and to prescribe mitigation measures to reduce impacts to a less than significant level. In considering any suggested mitigation proposed by the consulting paleontologist, Siskiyou County shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, land use assumptions, and other considerations. If avoidance is

unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the Project site while mitigation for paleontological resources is carried out.

Timing/Implementation: *During construction*

Monitoring/Enforcement: *Siskiyou County*

Hydrology and Water Quality

HYDRO-1: Best management practices (BMPs) shall be implemented during the construction phase of the Project to minimize the erosion and stormwater runoff that occurs from ground-disturbing activities. Straw wattles shall be placed around the perimeter of all soil disturbed within the Project site. During dry weather, all freshly disturbed soil shall be lightly moistened to prevent wind erosion. Erosion control blankets should be placed on any soil mounds created during the construction period and subsequently left in place for 24 hours or more. Further, construction activities shall not be performed during or directly following a storm event.

Timing/Implementation: *During construction*

Monitoring/Enforcement: *Siskiyou County*

Noise

NOI-1: The following BMPs shall be incorporated during Project construction.

- Project construction activities should be limited to daytime hours unless conditions warrant that certain construction activities occur during evening or early morning hours.
- Locate stationary construction equipment as far as possible from the nearby noise-sensitive properties.
- Notify the nearby residence whenever extremely noisy work (e.g., pile driving, use of pneumatic drill) would be occurring.
- Shut off idling equipment.
- Install temporary or portable acoustic barriers around stationary construction noise sources.

Timing/Implementation: *During Project grading and construction activity.*

Monitoring/Enforcement: *Siskiyou County*

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LIST OF ACRONYMS AND ABBREVIATIONS

AADT	Average Annual Daily Trip
AB	Assembly Bill
AF	Acre-foot
AMSL	Above mean sea level
APNs	Assessor's Parcel Numbers
Board	Siskiyou County Board of Supervisors
BP	Before present
CAL FIRE	California Department of Fire and Forestry Protection
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association's
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
cfs	cubic feet per second
CGS	California Geological Survey
CH ₄	Methane
CHSC	California Health and Safety Code
CNEL	Community noise equivalent level
CO	Carbon monoxide
CO ₂	Carbon dioxide
CO ₂ e	Carbon dioxide equivalents
CPUC	California Public Utilities Commission
CRHR	California Register of Historic Places
CSD	Community Services District
dBA	Decibels
diesel PM	Diesel particulate matter
DMR	Division of Mine Reclamation
DOC	California Department of Conservation
DOF	California Department of Finance
DPM	Diesel particulate matter
DTSC	California Department of Toxic Substance Control
DWR	Department of Water Resources
EIR	Environmental Impact Report
FEMA	Federal Emergency Management Agency
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
General Permit	General Construction Activity Stormwater Permit
GHGs	Greenhouse gases
I-5	Interstate 5
L _{eq}	Average hourly noise level
IPCC	Intergovernmental Panel on Climate Change
ITE	Institute of Transportation Engineers
kWh	Kilowatt-hours
lbs/day	Pounds per day

LIST OF ACRONYMS AND ABBREVIATIONS

LLA	Lot Line Adjustment
LOS	Level of service
MLD	Most Likely Descendant
MND	Mitigated Negative Declaration
MRR	Regulation for the Mandatory Reporting of Greenhouse Gas Emissions
N ₂ O	Nitrous oxide
NCUAQMD	North Coast Unified Air Quality Management District's
NFPA	National Fire Protection Association
NHTSA	National Highway Transportation Safety Administration
NO ₂	Nitrogen dioxide
NPAB	Northeast Plateau Air Basin
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
O ₃	Ozone
OEHHA	Office of Environmental Health Hazard Assessment
PM ₁₀	Coarse particulate matter
PM _{2.5}	Fine particulate matter
PRC	Public Resource Code
Project or Proposed Project	Reginatto's Gas Station Project
RTP	Regional Transportation Plan
SCAPCD	Siskiyou County Air Pollution Control District
SCAQMD	South Coast Air Quality Management District
SCC	Siskiyou County Code
Sq. ft.	Square-foot
SMARA	Surface Mining and Reclamation Act of 1975
SO ₂	Sulfur dioxide
SR-89	State Route 89
STAGE	Siskiyou Transit and General Express
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TACs	Toxic air contaminants
USEPA	U.S. Environmental Protection Agency
USGS	United States Geological Service
USR	Upper Sacramento, McCloud, and Lower Pit River
USTs	Underground storage tanks
VMT	Vehicle mile traveled

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SECTION 1.0 BACKGROUND

Summary

Project Title:	Reginatto's Gas Station (V1901 and UP1903) Project
Lead Agency Name and Address:	Siskiyou County (Siskiyou County) 806 South Main Street Yreka, California 96097
Lead Agency Contact Person and Phone Number:	Rachel Jereb, Associate Planner (530) 842-8205
Project Owner	Tony Reginatto
Project Location:	The Project Area is located at 116 Broadway Avenue, in the town of McCloud in southern Siskiyou County. (<i>Figure 1. Regional Location</i> and <i>Figure 2 Site Location</i>). The Project is located in Section 1 of Township 39 North, Range 3 West, (Mount Diablo Base and Meridian). It is also known as Assessor's Parcel Numbers (APNs) 049-261-110, 049-261-010 and 049-261-140. The approximate center of the site is located at latitude 41°15' 06" N and longitude 122°08'03" W.
General Plan Designation:	N/A
Zoning:	Town Center (C-C)

Introduction

Siskiyou County is the Lead Agency for this Initial Study. The Initial Study has been prepared to identify and assess the anticipated environmental impacts of the Reginatto's Gas Station Project (Project or Proposed Project). This document has been prepared to satisfy the California Environmental Quality Act (CEQA) (Public Resource Code [PRC], § 21000 et seq.) and State CEQA Guidelines (14 California Code of Regulations [CCR] 15000 et seq.). CEQA requires that all state and local government agencies consider the environmental consequences of Projects over which they have discretionary authority before acting on those Projects. A CEQA Initial Study is generally used to determine which CEQA document is appropriate for a Project (Negative Declaration, Mitigated Negative Declaration [MND], or Environmental Impact Report [EIR]).

Project Location and Surrounding Land Uses

The Project Area is located in on Broadway Avenue in the community of McCloud, California. As illustrated in *Figure 1. Regional Location* and *Figure 2. Site Location* maps, the Proposed Project is located south of Mount Shasta, directly north of the State Route 89 (SR-89) / Broadway Avenue intersection. Adjacent uses include the existing Reginatto's Snack Shop convenience store, McCloud Market grocery store, Floyd's Frosty restaurant, and numerous residential dwellings. Located across SR-89 to the southwest of the

Project site is a Chevron gas station. The nearest residential units are a single home approximately 85 feet southeast of the Project site and apartments approximately 213 feet east of the Project site boundary. A church is located approximately 36 feet northeast of the Project boundary.

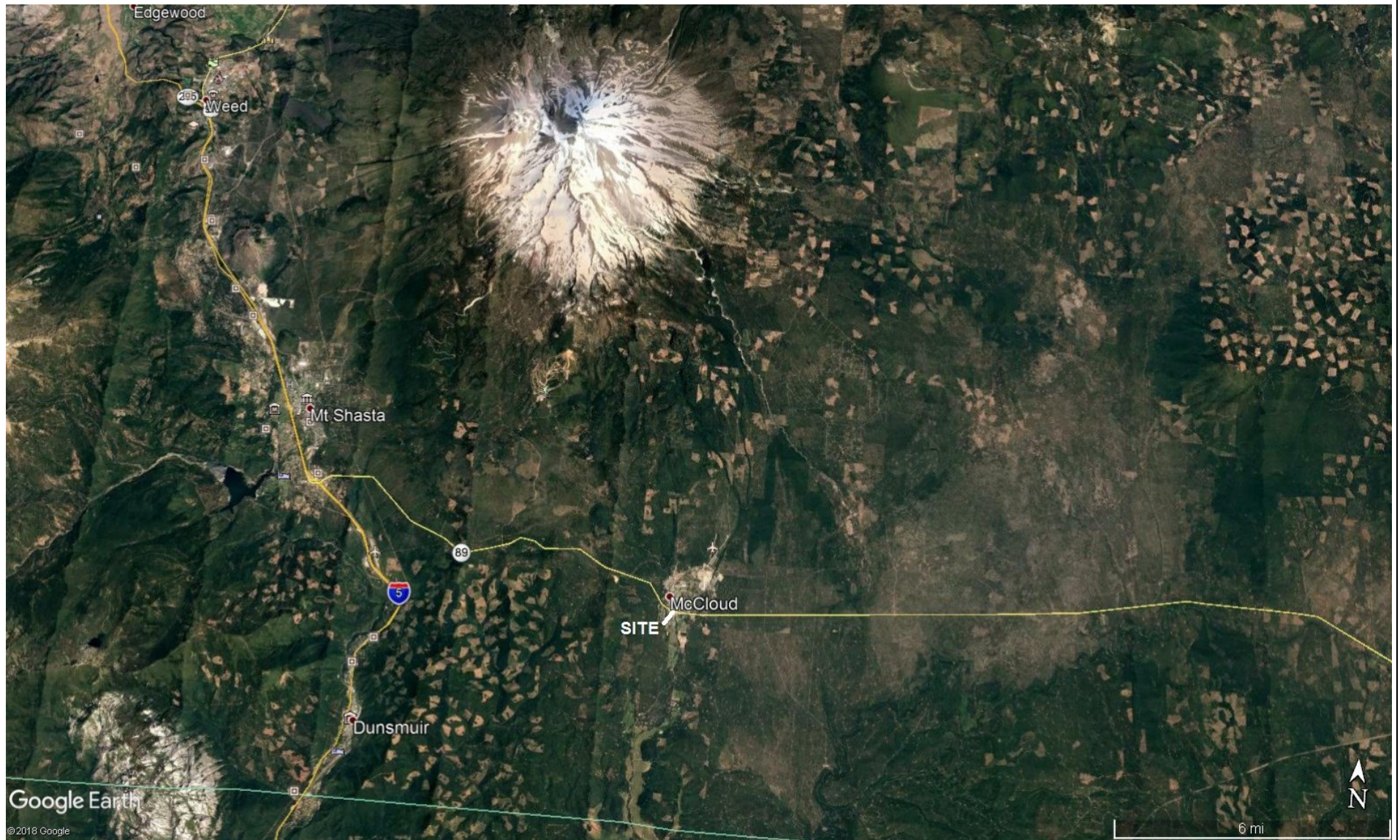
Environmental Setting

The Project involves three parcels because of a requested Lot Line Adjustment (LLA). The total area of the three parcels is ± 1.3 acres. However, if the LLA is approved, the proposed construction would occur on ± 0.7 acre. Two of the three parcels are vacant. These two parcels will not include any construction and are only a part of the Project as a part of the LLA to allow for driveway clearance for the diesel fueling area.

The Proposed Project is located in the southern portion of Siskiyou County in the small rural community of McCloud. McCloud is located on the southern slope of Mount Shasta and had a 2010 population of 1,101 (U.S. Census 2010).

The Project site is located in the southern portion of McCloud directly north of SR-89. The elevation of the Project site is approximately 3,234 feet above mean sea level (AMSL).

The construction site is currently occupied by the Reginatto Snack Shop, an approximately 3,000-square-foot (sq. ft.) convenience store, which will remain with development of the Project. The site also has a small outbuilding, approximately 580 sf, which will be removed as a part of the Project. The Project site is flat; the front half of the site is paved while the back half is graveled. No vegetation exists on the site except for a small area of grass adjacent to the outbuilding. No rivers, creeks, or natural waterways exist on the ± 0.7 -acre site.



ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Figure 1. Regional Location
2017-227 Reginatto's Gas Station (V1901 and UP1903) Project



ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Figure 2. Project Location
2017-227 Reginatto's Gas Station (V1901 and UP1903) Project



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SECTION 2.0 PROJECT DESCRIPTION

2.1 Project Characteristics

The Proposed Project includes the following requests of approval from Siskiyou County:

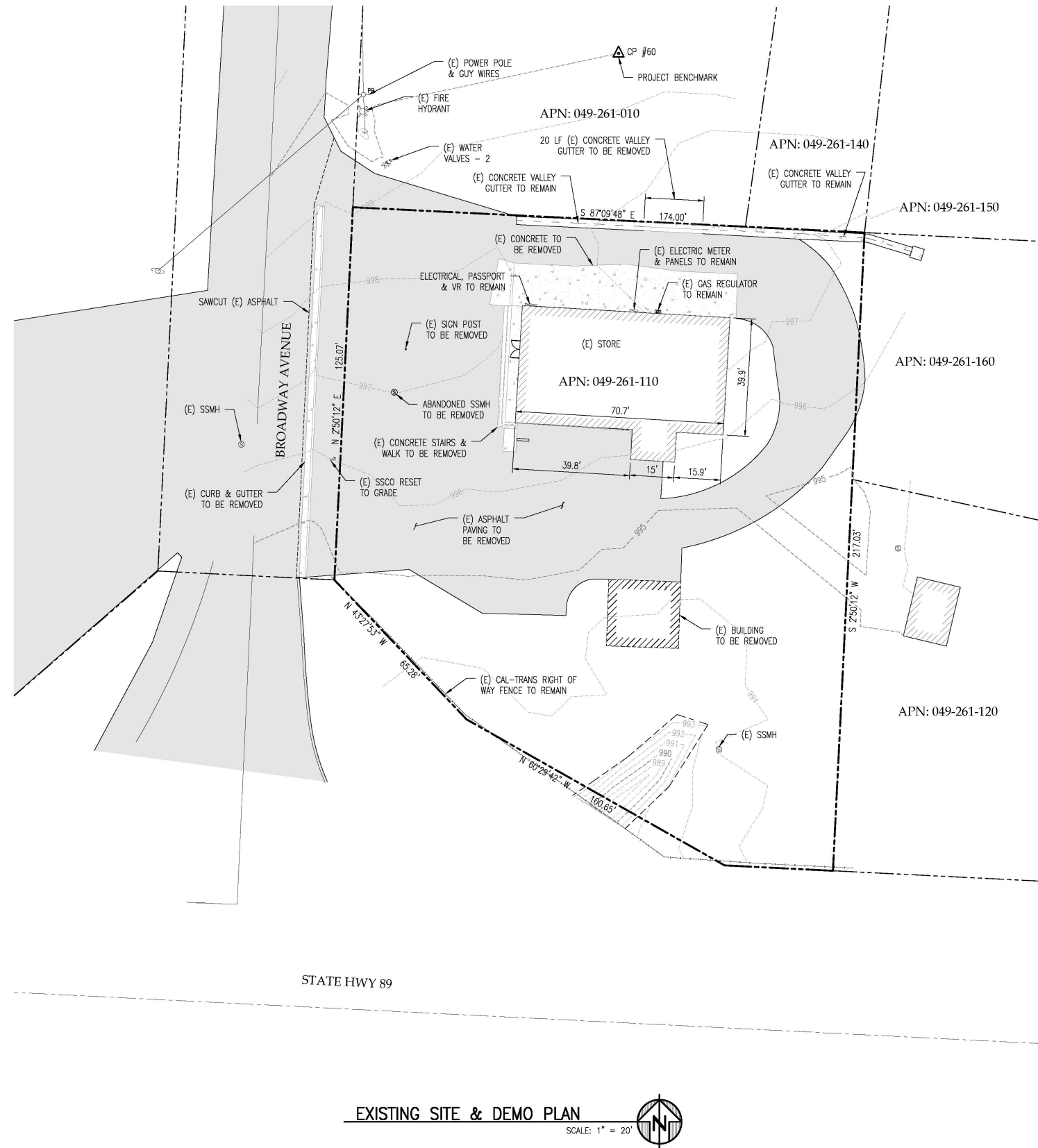
1. A Use Permit (UP1903) to allow a fueling station in the Town Center Zoning District as required by Siskiyou County Code (SCC) Section 10-6.4303.
2. A Variance (V1901) to reduce the required front yard setback from 20 feet as established in SCC Section 10-6.5501 to 5 feet to allow for adequate area for the gasoline fueling station driveways.
3. A Lot Line Adjustment (BLA1919) to relocate the lot line for APN 049-261-110 eight feet north to allow for adequate area for the diesel fueling station driveways.

2.2 Project Construction Components

As stated previously, the Project would involve the expansion of an existing use to allow for the development of a fueling center on a 0.7-acre site. *Figure 4. Existing Site and Demo Plan* illustrates the existing uses and demolition plan for the Proposed Project. As shown, the existing uses include a convenience store and out building. The demolition would include the removal of the existing outbuilding, sign post, concrete and asphalt driveways, and the convenience store walkway and stairs.

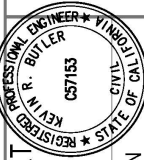
New construction would involve the following (see *Figure 5. Site Plan*):

- Curb and gutter along the site frontage,
- Concrete pad for the gasoline and diesel fueling areas,
- A six-station, three-dispenser gasoline fueling area,
- A two-station, one-dispenser diesel fueling area,
- Gasoline fueling station 70-x-26-foot canopy with lighting,
- New convenience store sidewalk,
- New asphalt paving for the driveways and parking areas,
- One 12,000-gallon aboveground gasoline storage tank,
- One 10,000-gallon aboveground diesel storage tank.
- Storage tanks concrete pad containment areas,
- One monument sign,
- Electrical upgrades, as necessary
- Trenching and placement of underground fuel conveyance pipelines.



EXISTING SITE & DEMO PLAN

SCALE: 1" = 20'



REGINATOS MINI MART
APN 049-261-110
116 BROADWAY AVENUE
MCLOUD, CALIFORNIA

EXISTING SITE & DEMO PLAN

9512 CROSSROADS DR. STE. A
REDDING, CALIFORNIA 96003
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ENGINEERING GROUP
CIVIL • STRUCTURAL • SURVEYING

NO.	DATE	REVISIONS	DATE
1	11/30/18	ISSUED FOR PERMITTING	
2	04/10/19	SITE MODIFICATIONS	
DATE PLOTTED: 04/10/19		SHEET NUMBER: C-2	
JOB NUMBER: 18.217			

2.2.1 Employees and Operations

On average, there will be four to five construction employees at the Project site while construction activities are occurring. The construction season is estimated to last three months and be completed in 2019 or 2020.

2.2.2 Project Construction and Timing

Construction of the gas station with all components and the demolition of the 580-sq. ft. outbuilding is anticipated to take approximately three months total. The applicant states that construction will begin as soon as necessary permits are obtained. The gas station is anticipated to be constructed sometime in 2019 or 2020.

The demolition phase will require 10 vehicles per day for a conservatively estimated duration of five days. The number of daily vehicle trips to the Project site during the construction phase is estimated to be 10 construction vehicles per day for a duration of three months.

2.3 Regulatory Requirements, Permits, and Approvals

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

2.3.1 Lead Agency Approval

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

Other agency approvals include the following:

Siskiyou County Air Pollution Control District

The Proposed Project is located in an area under the jurisdiction of the Siskiyou County Air Pollution Control District (SCAPCD). The Project applicant will be required to obtain the district's approval of a dust control plan prior to any soil-disturbing activities on the site, as well as an *Authority to Construct* and a *Permit to Operate*.

2.3.2 Relationship of Project to Other Plans and Projects

Siskiyou County General Plan

The Siskiyou County General Plan is the primary document governing land use development in the County. The Siskiyou County General Plan consists of nine individual elements. These Elements: Conservation, Energy, Geothermal, Housing, Land Use and Circulation, Noise, Open Space, and Seismic Safety and Safety were adopted at various times from June 1973 (Conservation Element) to the most recent Housing Element, which was adopted in August 2014. The General Plan includes numerous goals and policies pertaining to land use, circulation, housing, parks, public facilities and services, open space, cultural resources and historic preservation, safety, energy, and noise.

Siskiyou County Zoning Ordinance

Chapter 6 Zoning of the Siskiyou County Code defines the purpose of the Zoning Ordinance is to protect the public health, safety, peace, morals, comfort, convenience and general welfare of the County's residents. The Zoning ordinance has a number of specified purposes. Including the following:

- To assist in providing a definite plan of development for the County and to guide, control and regulate future growth of the County in accordance with said plan; and
- To regulate the use of lands, buildings and structures so as to determine, establish, regulate and restrict:

- The areas within which agriculture, forestry, industry, business and recreation may be conducted,
- The areas in which residential uses may be permitted, regulated or prohibited.

2.3.3 Consultation with California Native American Tribe(s)

Assembly Bill (AB) 52 requires that prior to the release of a CEQA document for a project, an agency begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project if: (1) the California Native American tribe requested to the lead agency, in writing, to be informed by the lead agency through formal notification of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe and (2) the California Native American tribe responds, in writing, within 30 days of receipt of the formal notification, and requests the consultation. Siskiyou County sent notice to the Karuk Tribe, Winnemem Wintu Tribe, and the Torres Martinez Band of Desert Cahuilla Indians about the Project. The County did not receive any consultation request from the Shasta Tribe. None of the tribes requesting consultation provided comments on the Proposed Project. Further information on potential Tribal Cultural Resources in the Project Area is provided in **Section 4.18** of this Initial Study.

SECTION 3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION

Environmental Factors Potentially Affected

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

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

Determination

On the basis of this initial evaluation:

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

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

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

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

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

Rachel Jereb
Associate Planner

7 - 10
Date

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SECTION 4.0 ENVIRONMENTAL CHECKLIST AND DISCUSSION

4.1 Aesthetics

4.1.1 Environmental Setting

The Project site is situated in a small rural community with views of the surrounding mountains, including Mount Shasta.

The Project site is located on the southern slope of Mount Shasta at an elevation of approximately 3,234 feet AMSL. The area around the Project site is developed with commercial and residential uses. The region's climate is characterized as Mediterranean, with cool, wet winters and hot, dry summers. The community of McCloud is a typical mountain community with development nestled in with the natural pine forest.

Visual Character of the Project Site

While the LLA includes an area of ± 1.3 acres, actual construction, which could result in visual impacts, would occur on the southernmost 0.7 acre of the 1.3-acre site and as such, only impacts from the 0.7-acre construction site are discussed here.

The topography of the Project site is flat over the 0.7-acre site. The site is developed with an existing convenience store and outbuilding and have been for many years. The 580-sq. ft. outbuilding will be removed and the convenience store will remain adjacent the Project. The front half of the site is paved, while the back half is graveled. No vegetation exists on the site except for a small area of grass adjacent to the outbuilding. No rivers, creeks, or natural waterways exist on the ± 0.7 -acre site.

State Scenic Highways

The California Scenic Highway Program protects and enhances the scenic beauty of California's highways and adjacent corridors. A highway can be designated as scenic based on how much natural beauty can be seen by users of the highway, the quality of the scenic landscape, and if development impacts the enjoyment of the view. The Siskiyou County General Plan Scenic Highways Element (1974) identifies SR-89 from Interstate 5 (I-5) east as a scenic highway. However, while this area is identified as eligible as a state scenic highway, the California Scenic Highway Program has not officially designated this route as a scenic highway (Caltrans 2019).

Lighting

Individuals have a range of reactions to the perceived effects of lighting on the environment. As such, whether light is obtrusive is generally based on perception, but is also a function of the actual amount of light emitted from a source. The following are examples of light levels, expressed in foot-candles:¹

- Direct sunlight - 10,000
- Full daylight - 1,000
- Twilight - 1
- Full moon - 0.1
- Covered parking lot - 5
- Gas station canopy - 12.5
- Department store - 40
- Grocery store - 50

Typical nighttime street lighting requirements are 1- to 3-foot-candles, which is generally considered to be unobtrusive. A typical example of glare effects is the car headlight. When viewed directly in front of a vehicle with the headlights on full beam, vision is impaired, resulting in disabling glare. However, when viewed from the side, the same headlights would not impair vision.

Spill Light

Spill light or light trespass is the light that illuminates surfaces beyond the property line. Typically, spill lighting is from a more horizontal source such as streetlights and way-finding/security lighting than sky glow, which emanates from a more vertical source into the atmosphere. Spill light can be accurately calculated, and the effects of spill light can be measured for general understanding and comparison. However, light that is considered to be obtrusive is a subject of debate. A spill light impact is generally considered significant if the increase in spill lighting would exceed one foot-candle at the property line of the nearest sensitive receptor, sky glow is perceptibly increased, or glare is at a level such that it impairs vision.

Sky Glow

Sky glow is the light that illuminates the sky above the horizon and reflects off of moisture and other tiny particles in the atmosphere. Sky glow would be considered a significant impact if it were a permanent addition to the environment. Control features are available on the light sources to reduce sky glow and glare from nighttime lighting. These control features direct light downward, thereby reducing the spill of light that causes sky glow and reducing glare.

Glare

Glare can be described as direct or reflected light, which can then result in discomfort or disability. A well-designed lighting system controls light to provide maximum useful on-field illumination with minimal destructive offsite glare.

¹ Foot-candle (fc): A unit of measure of the intensity of light falling on a surface, equal to one lumen per square foot and originally defined with reference to a standardized candle burning at one foot from a given surface. One fc = 0.01609696 watts. Source: Engineering Toolbox, n.d.

4.1.2 Aesthetics (I) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The Siskiyou County General Plan does not include any policies for the protection of views or identify any view sheds, or scenic vistas that should be protected. However, the Conservation Element does identify that open space, wildlife habitat and scenic beauty are a valuable and necessary resource and conservation of these resources is necessary to continue to attract visitors to the County. Views of Mount Shasta can be seen from the Project site and surrounding area. While the County General Plan does not identify any scenic vistas, certainly Mount Shasta would be considered a scenic resource and a provide scenic vistas for the surrounding area.

The Proposed Project would add gas pumps, a canopy, signage, and aboveground fuel storage tanks to the site. None of these would be greater than one story high. Because of the enormous size of Mount Shasta and the location of the nearest public viewing points (i.e., SR-89 or residential and lodging development south of project site), it would be virtually impossible to block views of these scenic resources from the Project site. As such, the Project would have a **less than significant** impact on a scenic vista.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

With implementation of the Proposed Project, the visual character of the site would change to add new gas pumps, a canopy, and aboveground fuel storage tanks on an existing convenience store site. These changes would be in character for this type of use as a joint convenience stores/gas station and are common types of uses in commercial zoning districts. The development of a new gas station facility to add to an existing convenience store would not result in a degradation of the existing character of the site. Therefore, the Project would have a **less than significant** impact on visual character on the site or surrounding area.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The only new Project lighting would be from the lights in the fueling station canopy and lighting in the monument sign. These lights would be required to follow Section 10-6.5602 of the Siskiyou County Code, which requires that exposed sources of light, glare, or heat be shielded so as not to be directed outside the premises. Any signage would be required to comply with SCC Section 10-6.5823, which provides standards for sign illumination. Adherence to the County Code would ensure that potential impacts associated with light or glare would remain less than significant.

Certain building materials, such as large expanses of windows, unfinished metal, or reflective finishes, may reflect sunlight during the daytime, resulting in a source of daytime glare. Upon full buildout, the Project would involve the construction of gas pumps, a canopy, and aboveground fuel storage tanks. None of these uses would include large expanses of windows, unfinished metal, or reflective finishes. As such, the Project would have a **less than significant** impact.

4.1.3 Mitigation Measures

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

4.2 Agriculture and Forestry Resources

4.2.1 Environmental Setting

The California Department of Conservation (DOC) manages the Farmland Mapping and Monitoring Program (FMMP), which identifies and maps significant farmland. Farmland is classified using a system of five categories including Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and Grazing Land. The classification of farmland as Prime Farmland, Unique Farmland, and Farmland of Statewide Importance is based on the suitability of soils for agricultural production, as determined by a soil survey conducted by the Natural Resources Conservation Service (NRCS). The California DOC manages the California Important Farmland Finder interactive website. The California Important Farmland Finder program identifies the Project site as being outside of the NRCS

Important Farmland mapping area (DOC 2019). The NRCS identified the parcel as not Prime Farmland (NRCS 2019).

This site is not identified as being under a Williamson Act contract (DOC 2016). The site is zoned Town Center (C-C) by Siskiyou County. According to the Siskiyou County Code, the C-C classification is meant to "Promote and enhance the diversified uses compatible with and necessary for the maintenance and viability of town centers and rural communities". Typical allowed uses include retail services, office buildings, car washes, and food shops (Siskiyou County 2019a). No farming activities existing on the site or within the general vicinity of the Project (Siskiyou County 2013). Commercial and residential uses exist in the Project vicinity and SR-89 borders the site directly to the south.

The Project site does not contain possible forest or timber resources. The site is not located in a forestland protection or timber production area as identified by Siskiyou County. The entirety of the Project would occur on the existing 0.7-acre site. No farmland or timberland uses exist within or in the vicinity of the Proposed Project. The DOC states that the Project site and adjacent properties fall outside of the NRCS soil survey area and thus does not include farmland designations (DOC 2016, 2019).

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

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

The DOC does not identify the Project site as Important Farmland (DOC 2019). The NRCS specifically identifies the parcel as not Prime Farmland (NRCS 2019). As the Project will not involve the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, the Project would have **no impact** in this area.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

This site is not subject to a Williamson Act contract. There are no Williamson Act contract lands within the vicinity of the Project site. The Project would have **no impact** in this area.

**Draft Initial Study and Mitigated Negative Declaration
Reginatto's Gas Station (V1901 and UP1903) Project**

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

The Project site is not located in a forestland protection or timber production area as identified by Siskiyou County or the California Department of Fire and Forestry Protection (CAL FIRE). The Project would have **no impact** in this area.

Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Project site is zoned Town Center (C-C) (Siskiyou County 2019). Adjacent land uses include Commercial and Residential. The Project site is not identified as Important Farmland by the DOC or NRCS (DOC 2019; NRCS 2019). The site is not currently used for agricultural purposes and currently is the location of a 3,000- sq. ft. convenience store and a 580 sq. ft. outbuilding. The Project site is paved with no vegetation aside from a small area of grass adjacent to the outbuilding. No rivers, creeks, or natural waterways exist on the approximately 0.7-acre site. No existing agricultural uses or forest land exist within the Project vicinity. The Project would have **no impact** in this area.

4.2.3 Mitigation Measures

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

4.3 Air Quality

4.3.1 Environmental Setting

The California Air Resources Board (CARB) and the U.S. Environmental Protection Agency (USEPA) focus on the following criteria pollutants to determine air quality: Ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), coarse particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), and lead. In Siskiyou County, the majority of criteria pollutant emissions come from mobile sources.

Toxic air contaminants (TACs) are distinguished from criteria air pollutants and are separated into categories of carcinogens and noncarcinogens. Carcinogens, such as diesel particulate matter (diesel PM), are considered dangerous at any level of exposure. Noncarcinogens, however, have a minimum threshold for dangerous exposure. Common sources of TACs include, but are not limited to: Gas stations, dry cleaners, diesel generators, ships, trains, construction equipment, and motor vehicles.

Topography and Air Quality

The Project site is located in a region identified as the Northeast Plateau Air Basin (NPAB), which principally includes Siskiyou, Modoc, and Lassen counties. The characteristics of the NPAB and the surrounding region are generally mountainous and rural, buffering them from the influence from outside pollutant transport. 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 the Project Area is the Siskiyou County Air Pollution Control District (SCAPCD). Within the area administered by 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 the location of a convenience store, which is to remain, and a small building to be demolished as part of the construction process.

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 USEPA to establish ambient air quality standards for six criteria air pollutants: O₃, CO, NO₂, SO₂, lead, PM₁₀, and PM_{2.5}. The California Clean Air Act also sets ambient air quality standards. The California 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. According to CARB, the County of Siskiyou has been designated as an attainment area for all six criteria air pollutants as the air quality meets all state and federal standards (CARB 2012).

4.3.2 Air Quality (III) Environmental Checklist and Discussion

Would the Project:		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 is identified as being in attainment or unclassified for all federal and state air quality standards (CARB 2017). As such, Siskiyou County is not subject to an air quality plan. As such, **no impact** would occur to an air quality plan from the Proposed Project.

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

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

As noted above, Siskiyou County is in attainment or unclassified for federal and state air quality standards. However, the Proposed Project could result in the emission of criteria air pollutants during construction and operation. However, the Project's individual emissions would not produce a cumulatively considerable impact. Overall, the Project would have a **less than significant** impact in this area.

Construction Impacts

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 (PM₁₀, and PM_{2.5}) from soil disturbance, ROG, CO, NO_x, and SO₂. 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.

Siskiyou County is in attainment or is identified as unclassified for all monitored air quality standards. Additionally, as identified in *Table 4.7-1*, the soil present at the site has low wind and water erosion potential. Subsequently, windy conditions would not introduce excessive fugitive dust into the air basin during or following grading activity. Once construction of the Project is completed, construction source emissions would cease. Therefore, no cumulative considerable net increase of criteria pollutant will result from Project construction and a **less than significant** impact would occur.

Long-Term Operational Impacts

Operational air quality impacts would predominantly be associated with motor vehicle use. Additionally, the Project site is proposing eight fueling positions, which would be a source of gasoline vapors, including TACs such as benzene, methyl tertiary-butyl ether, toluene, and xylene. Benzene is the primary TAC associated with gas stations. Gasoline vapors are released during the filling of the stationary underground storage tanks (USTs) and during the transfer from those underground tanks to individual vehicles.

Thresholds of significance illustrate the extent of an operational 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's) thresholds of significance have been used for the evaluation of operational air quality impacts for the purpose of this analysis. The NCUAQMD administers the air basin directly west of Siskiyou County. These thresholds are consistent with the New Source Review Rule 110 adopted by NCUAQMD as required by the California Clean Air Act (NCUAQMD 2015). The thresholds of significance are summarized in *Table 4.3-1* along with a comparison of the thresholds to summer and winter Project operation emissions calculated using CalEEMod. ROG emissions were estimated by assuming 12,000,000 gallons of annual gasoline throughput at the Project site.

Table 4.3-1. Operational-Related Emissions

Source	Pollutant (maximum pounds per day)				
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}
Summer Emissions (Pounds per Day)	44.72	19.66	18.22	1.42	1.16
Winter Emissions (Pounds per Day)	44.47	19.73	18.44	1.43	1.16
<i>NCUAQMD Significance Threshold</i>	<i>50</i>	<i>50</i>	<i>500</i>	<i>80</i>	<i>50</i>
Exceed Threshold?	No	No	No	No	No

Source: (NCUAQMD 2015). Emissions were calculated by ECORP Consulting using CalEEMod 2016.3.2. Refer to

Appendix A for Model Data Outputs.

Notes:

Emission projections are predominately based on CalEEMod model defaults for Siskiyou County. Mobile source emissions are based on estimated traffic trip generation rates contained in the Institute of Transportation Engineers Trip Generation Manual (2017). Area source emissions include reactive organic gases (ROG) released from consumer products as well as gasoline vapor during dispensing activities. Gasoline vapor emissions are calculated based on an emission factor of 1.27 pounds of ROG per 1,000 gallons of gasoline dispensed (CAPCOA 1997) and the prediction of 12,000,000 gallons of gasoline dispensed by the Project annually $[(12,000,000/1,000) \times 1.27 = 15,240 \text{ pounds annually}]$. $15,240/365 = 41.75 \text{ pounds daily}$. The CalEEMod outputs were added to the calculated quantity for the total amount produced during the operational phase.

As shown, all criteria pollutant emissions would remain below their respective thresholds during Project operations. Thus, cumulative operational air quality impacts from the Project would be **less than significant**.

Would the Project:		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
c)	Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. The CARB has identified the following groups of individuals as the most likely to be affected by air pollution: The elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. The nearest sensitive land use receptors are a church located approximately 36 feet northeast of the Project boundary, a single home approximately 85 feet southeast of the Project boundary, and apartments approximately 213 feet east of the Project site boundary.

Construction Impacts

Construction-related activities would result in temporary, short-term Project-generated emissions of diesel particulate matter (DPM) exhaust from the use of off-road, heavy-duty diesel equipment. The Project would also result in volatile organic compound emissions from the use of hot asphalt during paving, as well as from the application of architectural coatings. For construction activity, DPM is the primary TAC of concern. Particulate exhaust emissions from diesel-fueled engines (i.e., DPM) were identified as a TAC by CARB in 1998. The potential cancer risk from the inhalation of DPM, as discussed below, outweighs the potential for all other health impacts (i.e., non-cancer chronic risk, short-term acute risk) and health impacts from other TACs. Accordingly, DPM is the focus of this discussion.

Based on the emission modeling conducted, the maximum construction-related daily emissions of exhaust PM_{2.5}, considered a surrogate for DPM, would be 1.1640 pounds/day during Project construction activity (see *Appendix A*). (PM_{2.5} exhaust is considered a surrogate for DPM because more than 90 percent of DPM is less than 1 microgram in diameter and therefore is a subset of particulate matter under 2.5 microns in diameter (i.e., PM_{2.5}), according to CARB. Most PM_{2.5} derives from combustion, such as use of gasoline and diesel fuels by motor vehicles.) DPM emissions rapidly dissipate and are substantially diluted over short distances by the atmosphere downwind of the emission sources.

The dose to which receptors are exposed is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for any exposed receptor. Thus, the risks estimated for an exposed individual are higher if a fixed

exposure occurs over a longer period of time. According to the Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments, which determine the exposure of sensitive receptors to TAC emissions, should be based on a 70-, 30-, or 9-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the proposed Project (OEHHA 2015). Consequently, an important consideration is that the use of off-road heavy-duty diesel equipment would be limited to the periods of construction, for which most diesel-powered off-road equipment use would occur over approximately a three-month period. Therefore, considering the relatively low mass of DPM emissions that would be generated during even the most intense season of construction, the relatively short duration of construction activities (three months), and the highly dispersive properties of DPM, construction-related TAC emissions would not expose sensitive receptors to substantial amounts of air toxics. Thus, there is a **less than significant** impact in this area.

Long-Term Operational Impacts

Carbon Monoxide Hot Spots

It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when idling at intersections. Concentrations of CO are a direct function of the number of vehicles, length of delay, and traffic flow conditions. Under certain meteorological conditions, CO concentrations close to congested intersections that experience high levels of traffic and elevated background concentrations may reach unhealthy levels, affecting nearby sensitive receptors. Given the high traffic volume potential, areas of high CO concentrations, or "hot spots," are typically associated with intersections that are projected to operate at unacceptable levels of service during the peak commute hours. However, transport of this criteria pollutant is extremely limited, and CO disperses rapidly with distance from the source under normal meteorological conditions. Furthermore, vehicle emissions standards have become increasingly more stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the Project vicinity have steadily declined.

As vehicles become increasingly efficient and CO emissions from vehicles show a declining trend, even very busy intersections do not necessarily result in exceedances of the CO standard. The analysis prepared for CO attainment in the South Coast Air Quality Management District (SCAQMD) 1992 Federal Attainment Plan for Carbon Monoxide (SCAQMD 1992) in Southern California can be used to demonstrate the potential for CO exceedances. The South Coast CO hot spot analysis was conducted for four busy intersections in Los Angeles County during the peak morning and afternoon time periods. The intersections evaluated included Long Beach Boulevard and Imperial Highway (Lynwood), Wilshire Boulevard and Veteran Avenue (Westwood), Sunset Boulevard and Highland Avenue (Hollywood), and La Cienega Boulevard and Century Boulevard (Inglewood). The busiest intersection evaluated was at Wilshire Boulevard and Veteran Avenue, which has a traffic volume of approximately 100,000 vehicles per day. The Los Angeles County Metropolitan Transportation Authority evaluated the level of service in the vicinity of the Wilshire Boulevard/Veteran Avenue intersection and found it to be level of service (LOS) E at peak morning traffic and LOS F at peak afternoon traffic. Even with the inefficient LOS and volume of traffic, the CO analysis concluded that there was no violation of CO standards (SCAQMD 1992).

Because the proposed Project would not increase traffic volumes at any intersection to more than 100,000 vehicles per day, there is no likelihood of the Project traffic exceeding CO values. The impact in this area is **less than significant**.

Diesel Particulate Matter

The Project proposes the development of a gasoline and diesel fueling station for cars and trucks. Therefore, the Project would not include stationary sources of air toxics (i.e., smoke stacks). However, because the Project includes diesel fuel, it is assumed that heavy-duty diesel trucks would visit the site for fuel. As such, the Project would involve heavy-duty trucks, a source of DPM, during operations. According to the California Air Pollution Control Officers Association's (CAPCOA's) Health Risk Assessments for Proposed Land Use Projects, operations that require more than 100 heavy-duty delivery trucks daily are considered a potential health risk from diesel particulate matter (CAPCOA 2009). As previously described, the number of daily vehicle trips to the Project site during the construction phase is estimated to be 10 vehicles over the three-month construction period. This phase would follow the outbuilding demolition, which would generate a similar number of vehicle trips per day for five days.

Furthermore, the Project would not accommodate 100 heavy-duty trucks daily. According to the Institute of Transportation Engineers (ITE) Trip Generation Handbook, during the operational phase, the Project is expected to generate 1,348.48 trips to the fueling station per day. These estimates are conservative, and it is likely that the Project, because of its location in a small rural town on a rural state highway, would generate fewer trips than those estimated by the ITE. The anticipated Project fleet mix is based on the Federal Highway Administration's Highway Noise Prediction Model (FHWA-RD-77-108), which accounts for a vehicle fleet mix in which 2.5 percent are heavy-duty trucks. Based on this model, the Project would generate approximately 30-35 heavy-duty truck trips per day.

In addition, the USEPA and the National Highway Transportation Safety Administration (NHTSA) announced fuel economy standards for medium- and heavy-duty trucks, which apply to vehicles in model years 2014–2018. The NHTSA has adopted standards for fuel consumption tailored to each of three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the USEPA, this program will reduce fuel consumption, and thus air pollutant emissions, for affected vehicles by six percent to 23 percent (USEPA 2011). While this analysis does not rely on this program for purposes of mitigating impacts, this program should help further reduce the long-term operational impacts of the Project.

The Project would not be a substantial source of TACs and there would a **less than significant** impact in this area.

Would the Project:		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
d)	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

With respect to odors, the human nose is the sole sensing device. The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals have the ability to smell minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor; in fact, an odor that is offensive to one person (e.g., from a fast-food restaurant) may be perfectly acceptable to another. It is also important to note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

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

Construction Impacts

During construction, the Proposed Project presents the potential for generation of objectionable odors in the form of diesel exhaust in the immediate vicinity of the site. However, these emissions are short-term in nature and will rapidly dissipate and be diluted by the atmosphere downwind of the emission sources. Additionally, odors would be localized and generally confined to the construction area. Therefore, construction odors would result in a **less than significant** impact related to odor emissions.

Long-Term Operational Impacts

The land uses generally identified as sources of odors include wastewater treatment plants, wastewater pumping facilities, sanitary landfills, transfer stations, composting facilities, petroleum refineries, asphalt batch plants, chemical manufacturing and fiberglass manufacturing facilities, painting/coating operations, rendering plants, coffee roasters, food processing facilities, confined animal facilities, feedlots, dairies, green waste and recycling operations, and metal smelting plants. If a source of odors is proposed to be located near existing or planned sensitive receptors, this could have the potential to cause operational-related odor impacts. The Project does not include any of these land uses or similar land uses. The Project involves the use of gasoline and diesel fuel, but not in the capacity that would have an unpleasant odor impact on neighboring residences or businesses. The odor from this fuel would quickly dissipate. Thus, the operational impact is **less than significant** in this area.

4.3.3 Mitigation Measures

No significant impacts were identified; no mitigation measures are required.

4.4 Biological Resources

4.4.1 Environmental Setting

The Project site is located within the town of McCloud, California, directly north of SR-89. The elevation of the Project site is approximately 3,234 feet AMSL. The Project site is 0.7 acre in size and currently supports a 3,000-sq. ft. convenience store and a 580 sq. ft. outbuilding. The rest of the Project site is either paved with concrete or covered with compact gravel with very little vegetation aside from sparse weeds. The convenience store will remain with development of the Project but the small outbuilding will be demolished. The immediate surrounding area is primarily made up of residential and commercial development. No waterways run near the site.

Vegetation Communities

The Project site itself has very minimal exposed soil to allow for vegetative growth. The majority of the Project site is paved with sparse weeds and grasses growing in portions of compacted gravel. The Project site also contains a convenience store and a small outbuilding at this time.

Wildlife

Wildlife observed or otherwise known to exist within and near the town of McCloud by ECORP Consulting Inc., in 2017 studies include black bear (*Ursus Americana*), mountain lion (*Puma concolor*), wolverine (*Gulo gulo*), gray fox (*Urocyon cinereoargenteus*), Shasta salamander (*Hydromantes shasta*), spotted owl (*Strix occidentalis*), river otter (*Lontra canadensis*), Canada goose (*Branta canadensis*), Mallard (*Anas platyrhynchos*), rock dove (*Columba livia*), killdeer (*Charadrius vociferous*), cliff swallow (*Petrochelidon pyrrhonota*), Savannah sparrow (*Passerculus sandwichensis*), and Brewer's blackbird (*Euphagus cyanocephalus*) (ECORP 2017). Due to the lack of suitable habitat, there is no possibility for federal- or state-protected wildlife species to occur within the Project site.

Waters of the U.S.

No Waters of the U.S. exist within the Project Area. The Project site is paved aside from the location of two buildings.

4.4.2 Biological Resources (IV) Environmental Checklist and Discussion

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

There is no suitable habitat for candidate, sensitive, or special status species within the Project site. As mentioned previously, the Project site is fully developed for commercial use in its present state. No special status plant or animal species have been documented at the site following the construction of the convenience store. There is no potentially suitable nesting habitat within the Project site for any special-status birds as the Project construction site is devoid of trees. Thus, the Project would have a **less than significant** impact in this area.

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

No creeks, stream or rivers exist on the Project site. No riparian habitats or other sensitive natural communities identified in local or regional plans, policies, regulations, or by California Department of Fish and Wildlife or United States Fish and Wildlife Service have been identified on the Project site. The Project would have **no impact** in this area.

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

No federally protected wetlands have been mapped within the Project site. Thus, the Project would have **no impact** in this area.

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Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Project is bordered by residential and commercial development on all sides. The addition of the fueling stations, aboveground fueling tanks, and related infrastructure would not substantially interfere with the movement of migratory wildlife species. The Project contains no waterways and thus would not impact the migration of fish. The Project Area is developed for commercial use at present, thus the Project would have no impact on native wildlife nursery sites. The Project would have **no impact** in this area.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Conflict with 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"/>

There are no trees located within the Project construction area. As such no local policies or ordinances for tree protection would apply. There would be **no impact** in this area.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

4.4.3 Mitigation Measures

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

4.5 Cultural Resources

4.5.1 Cultural Resources Inventory Report

For the purposes of this analysis, the background information regarding the cultural resources of McCloud, California is derived from the cultural resources inventory performed in 2017 by ECORP for the proposed McCloud Artesian Water Plant Water Bottling Facility Project. The cultural history included in the report applies to the region that both the proposed McCloud Artesian Water Plant Water Bottling Facility Project and the Proposed Project are located within the same general area.

4.5.2 Environmental Setting

The Project site is situated in a valley with a gentle southern slope near the base and in the shadow of Mount Shasta. The Project is located in a commercial and residential setting, but the nearby natural environment is characterized by a mixed conifer woodland environment that includes ponderosa pine, bitterbrush, manzanita, and dry meadows. The Project site is located 3,234 feet AMSL.

The Project site is currently half paved and half covered with compact gravel and contains a convenience store and parking area. Thus, no vegetation exists on the site aside from sparse weeds and grasses. Wildlife species that existing within the vicinity of the Project Area include black bear, mountain lion, wolverine, gray fox, Shasta salamander, spotted owl, and river otter.

Project Site Characteristics

The Project site is currently developed for commercial use and is not known to contain cultural resources. Due to the built environment that exists at the Project site and the minimal need for excavation during the construction phase of the Project, the chance for uncovering unknown cultural resources is very small.

The Proposed Project site, following the lot line adjustment, is 0.7 acre in size. The site is currently paved in the front half and covered with compacted gravel in the back half. The Project site currently contains a convenience store and an adjacent outbuilding. The convenience store will remain while demolition at the site would include the removal of the existing outbuilding, sign post, concrete and asphalt driveways, and the convenience store walkway and stairs. The Proposed Project would involve minimal soil disturbance aside from during the removal and/ or construction of paved area and sidewalks and during the installation of fuel pipelines.

Prehistory

Siskiyou County is located inland in Northern California and adjacent to the Oregon Border. The County is bordered by the Klamath Mountains to the west, the Siskiyou Mountains to the northwest, and the southern Cascade Range to the east. The Project site is located near the convergence of the North Coast, the Northeastern, and the Central Valley regions of California. Thus, the relationship of prehistoric peoples who inhabited the area is complex. The area has access to many plant and animal resources as well as natural volcanic lithic resources (e.g., obsidian and basalt).

The earliest known occupation of California occurred in the Late Pleistocene and Early Holocene (10,000 to 8,000 years before present [BP]). Early Holocene populations were mobile hunter-gatherers. The tool technology of that time is defined by fluted projectile points similar to Clovis projectile point types found to the east in the Great Basin; Clovis type points have been found as close as the McCloud River in Shasta County and the Alkali Basin in southern Oregon (ECORP 2017). During the Archaic periods (8,000 BP to the historic era), regional activities focused on exploitation of seasonably available resources such as deer, elk, mountain sheep, rabbit, quail, salmon, acorns, grasses, roots, and berries.

Several of the largest sites investigated for cultural resources in the County are located along the Trinity River and the Trinity Reservoir. Investigations of the Trinity Reservoir (30 miles southwest of the Project Area) identified 119 village sites with house pits, hearth features, obsidian debitage, and Gunther barbed-type points (ECORP 2017). Other areas of archaeological significance include the Ellen Pickett State Forest (50 miles southwest of the Project Area), Squaw Creek, Cow Creek, Swasey and Tower House Prehistoric Districts, and the Trinity Summit Area.

Multiple investigations have been conducted within Siskiyou and Shasta counties. Larger investigations have been conducted in and around Whiskeytown (approximately 40 miles southwest of the Project site), the Shasta Valley, the Squaw Creek Drainage, and the Sacramento River. Excavations of a large Wintu village complex dating to the early 1800s, uncovered the remains of houses, cooking facilities, an earthen lodge, and a large assortment of tools.

Local History

The first record of European exploration of Siskiyou County came from Hudson's Bay trappers under Peter Ogden in the 1820s. Ogden named Mt. Sastise based on the Indian name (later called Mt. Shasta). A trail from the San Francisco Bay Area to Oregon was pioneered as early as 1834; it was originally intended for cattle drives and then was used by gold miners, immigrants, and stage coaches. The trail ceased to be used when the railroad was established in the late 1880s.

Siskiyou County was created in 1852 from parts of Shasta and Klamath counties. Gold was discovered in the mid-nineteenth century, which led to a rapid influx of miners; as a result, a number of towns and camps (including Yreka and Strawberry Valley) were founded. Logging and ranching industries began to grow as the Gold Rush died down. A post office was established in the County in 1870 under the name Berryvale; J. H. Sisson served as both the postmaster and the hotelkeeper. When the railroad was established, a town named Sisson was built around it; eventually the location was renamed Mt. Shasta in 1924.

McCloud History

In 1829 a party from the Hudson Bay Company was led by Alexander Roderick McLeod through the valley where McCloud now stands; following this exploration, various people homesteaded in the area including Joaquin Miller, who was known as the Poet of the Sierras.

The first mill was built by A. F. Friday George in 1892; the mill failed due to difficulty in hauling lumber over the hill. The town of McCloud was finally established by George W. Scott and William Van Arsdale when they founded the McCloud River Railroad Company; Scott and Van Arsdale bought a large number

of smaller failed mills in the area (including George's failed 1892 mill) under the name of the McCloud River Lumber Company (a.k.a. Mother McCloud). The mill was very prosperous due to the railroad making it easier to transport lumber to more populated areas. The McCloud River Lumber Company supported the company town of McCloud by heating homes and providing electricity. The McCloud River Inn was built in 1903 by the McCloud River Lumber Company and used as the mill's administrative offices and town bank. The Inn also served as the hub of commerce for the town and its office assigned homes, payed checks, planned timber harvests, and coordinated mill operations.

In 1963, the U.S. Plywood Company purchased the mill, the railroad, and the town and in 1965 transferred town properties to John W. Galbreath and Company (to help privatize the town). The U.S. Plywood Company later merged with Champion International. When the town became privatized, the McCloud Community Services District was formed; the District took over responsibilities such as utilities, fire and police protection, library services, and some road maintenance.

After privatization, the town economy began to deteriorate due to the diminishing timber industry. In 1979, Champion Internationals closed the McCloud mill due to a combination of obsolescence in machinery and a failing timber industry. The McCloud River Railroad also hit an economic low point in 1985-1986 due to its dependence on the lumber mill; it began to recuperate in 1987 by catering to tourists and was renamed the Shasta Sunset Dinner Train in the mid-1990s.

P&M Cedar Products, Inc. of Stockton, California, producer of 60 percent of the world's pencils, bought the McCloud mill in 1980 and reopened the lumber facility. The P&M McCloud mill is currently state-of-the-art with a fully computerized operation that supplies premium commercial lumber products for custom home builders and home center stores throughout the nation. Today the lands are owned by the John Hancock Mutual Life Insurance Company and managed by Campbell Timberland Management; the companies oversee the forests and ensure their survival and success. However, the mill closed in 2002 and many of the homes are being purchased as vacation properties (ECORP 2017).

4.5.3 Cultural Resources (V) Environmental Checklist and Discussion

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Project site is currently developed for commercial use. The Project site contains a convenience store, an outbuilding, and is otherwise cemented, paved, and covered with compacted gravel. The Project would involve minimal excavation as the majority of the infrastructure is to be installed above-ground. However, there always remains the potential for ground-disturbing activities to expose previously unrecorded historic resources. As such, mitigation measure **CUL-1** is required to reduce potential historic resource impacts to be **less than significant level**.

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Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

No prehistoric/archaeological resources are known to exist on the site. The absence of such resources may best be explained by the degree of intensive disturbance which the site has been subjected to. As mentioned previously, the Project site currently developed with two buildings and is otherwise paved and covered with compact gravel.

While no known archaeological resources exist at the Project site, there always remains the potential for ground-disturbing activities to expose previously unrecorded archaeological resources. As such, mitigation measure **CUL-1** is required to reduce potential historic resource impacts to the **less than significant level**.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

No known burial sites exist at the Project site. As stated previously, the Project site is currently developed for commercial use. Although Native American burial sites are not known to exist in the Project Area, there is a possibility that unanticipated human remains will be encountered during ground-disturbing project-related activities. However, implementation of mitigation measure **CUL-1** would remove potential impacts to the unknown burial sites. Therefore, impacts to human remains would be **less than significant**.

4.5.4 Mitigation Measures

CUL-1: If subsurface deposits believed to be cultural or human in origin are discovered during grading and construction activities, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeologist, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, depending on the nature of the find:

- If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately, and no agency notifications are required.

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

Timing/Implementation: *During construction*

Monitoring/Enforcement: *Siskiyou County*

4.6 Energy

4.6.1 Environmental Setting

Introduction

Energy consumption is analyzed in this Initial Study due to the potential direct and indirect environmental impacts associated with the Project. Such impacts include the depletion of nonrenewable resources (oil, natural gas, coal, etc.) and emissions of pollutants during both the construction and long-term operational phases.

Electricity/Natural Gas Services

The Pacific Power, a subsidiary of PacifiCorp, provides electrical services to the Project Area through state-regulated public utility contracts. Propane is available through a number of companies in Siskiyou County. Pacific Power's ability to provide its services concurrently for each project is evaluated during the development review process. The utility company is bound by contract to update its systems to meet any additional demand. PacifiCorp, a regulated utility based in Portland, Oregon, serves 1.9 million customers across 141,000 square miles in six western states. The company comprises two business units that generate and deliver electricity to its customers. Pacific Power serves customers in Oregon, Washington and California. Rocky Mountain Power serves customers in Utah, Wyoming and Idaho. The Project would utilize 3964.19 kilo-British thermal unit/year of natural gas; based on California Emissions Estimator Model (CalEEMod) modeling conducted by ECORP (see *Appendix B*),

Energy Consumption

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

The electricity consumption in Siskiyou County from 2013 to 2017 is shown in *Table 4.6-1*. As indicated, the demand has slightly increased since 2013.

Table 4.6-1. Non-Residential Electricity Consumption in Siskiyou County 2013-2017

Year	Non-Residential Electricity Consumption (kilowatt hours)
2017	268,359,000
2016	269,252,000
2015	271,487,000
2014	267,713,000
2013	265,747,000

Source: ECDMS 2019

Automotive fuel consumption in Siskiyou County from 2016-2020 is shown in *Table 4.6-2*. As shown, on-road and off-road fuel consumption have decreased in the County since 2014.

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

Year	On-Road Fuel Consumption (gallons)	Off- Road Fuel Consumption (gallons)
2020	69,443,551.65	1,546,903.658
2019	70,403,362.96	1,503,988.632
2018	71,262,551.05	1,441,726.498
2017	72,169,983.28	1,383,128.67
2016	72,420,843.42	1,324,393.329

Source: CARB 2014

4.6.2 Energy (VI) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

The analysis of electricity gas usage is based on CalEEMod modeling conducted by ECORP (see *Appendix B*), which quantifies energy use for Project operations. The amount of operational automotive fuel use was estimated using the CARB's EMFAC2014 computer program, which provides projections for typical daily fuel usage in Siskiyou County. The amount of total construction-related fuel use was estimated using ratios provided in the Climate Registry's General Reporting Protocol for the Voluntary Reporting Program, Version 2.1.

Energy consumption associated with the construction and operation of the Proposed Project is summarized in *Table 4.6-3*.

Table 4.6-3. Proposed Project Energy and Fuel Consumption

Energy Type	Annual Energy Consumption	Percentage Increase Countywide
Electricity Consumption ¹	4833.83 kilowatt-hours	0.00097%
Automotive Fuel Consumption		
Project Construction ²	8,177 gallons	0.53%
Project Operations ³	497,860 gallons	0.01%

Source:

¹Electricity consumption calculated by ECORP Consulting using CalEEMod 2016.3.2;

²Climate Registry 2016;

³EMFAC2014 (CARB 2014)

Notes: The Project increases in electricity consumption is compared with all of the buildings in Siskiyou County in 2017, the latest data available. The Project increases in automotive fuel consumption are compared with the countywide fuel consumption in 2020, the most recent full year of data.

As shown in *Table 4.6-3*, the increase in electricity usage as a result of the Project would constitute a negligible increase of nearly 0 percent in the typical annual electricity in Siskiyou County with a current electricity use of 500 million kWh per year (ECDMS 2017). Further, the Project would adhere to all federal, state, and local requirements for energy efficiency, including the Title 24 standards. Title 24 standards establish minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of the Title 24 standards significantly reduces energy usage. Due to the relatively low increase in electricity from the Project and the implementation of energy reducing strategies, the Project would not result in the inefficient, wasteful, or unnecessary consumption of building energy.

The Project's gasoline fuel consumption during the construction period is estimated to be 8,177 gallons of fuel, which would increase the annual construction-related gasoline fuel use in the County by 0.53 percent during the single year that Project construction takes place. As such, Project construction would have a nominal effect on local and regional energy supplies, especially over the long-term. Additionally, construction equipment fleet turnover and increasingly stringent state and federal regulations on engine efficiency combined with state regulations limiting engine idling times and require recycling of construction debris, would further reduce the amount of transportation fuel demand during Project construction. For these reasons, it is expected that construction fuel consumption associated with the Project would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature.

As indicated in *Table 4.6-3*, Project operation is estimated to consume approximately 497,860 gallons of automotive fuel per year, which would increase the annual countywide automotive fuel consumption by 0.01 percent. The amount of operational fuel use was estimated using the CARB's EMFAC2014 computer program, which provides projections for typical daily fuel usage in Siskiyou County. This analysis conservatively assumes that all of the automobile trips projected to arrive at the Project during operations would be new to Siskiyou County. The Project would not result in any unusual characteristics that would result in excessive long-term operational automotive fuel consumption. Fuel consumption associated with vehicle trips generated by the Project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

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

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The County of Siskiyou does not have a plan for renewable energy or energy efficiency. As discussed under Item a) the energy and fuel consumption related to this Project would be minimal. For these reasons, this impact would be **less than significant**.

4.6.3 Mitigation Measures

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

4.7 Geology and Soils

4.7.1 Environmental Setting

Geomorphic Setting

The Project site is located in the north-central portion of the Cascade Range geomorphic province of California. The Cascade Range is a chain of volcanic cones, extends through Washington and Oregon into California. It is dominated by Mt. Shasta, a glacier-mantled volcanic cone, rising 14,162 feet above sea level. The southern termination is Lassen Peak, which last erupted in the early 1900s. The Cascade Range is transected by deep canyons of the Pit River. The river flows through the range between these two major volcanic cones, after winding across interior Modoc Plateau on its way to the Sacramento River (California Geological Survey [CGS] 2002).

Site Geology

According to the CGS Geologic Map of California, the Project site is underlain by Pleistocene-Holocene Q². The geology is made up of alluvium, lake, playa, and terrace deposits; which are mostly unconsolidated (CGS 2019).

Site Soils

According to the NRCS Web Soil Survey Soil Map, the Project site is composed of one soil unit: Shasta Loamy Sand, 0-5 percent slopes (*Table 4.7-1*). The Web Soil Survey also identifies drainage, flooding, erosion, runoff, and the linear extensibility potential for the Project soils. According to this survey, the Project soil is somewhat excessively drained, has negligible runoff potential, and has no potential for flooding. The Project site soil has a low erosion potential and a low linear extensibility (shrink-swell) (NRCS 2019).

Table 4.7-1. Project Area Soil Characteristics

Soil	Percentage of Site	Drainage	Flooding Frequency Class	Erosion Hazard ¹
Shasta loamy sand, 0-5 percent slopes	100%	Somewhat excessively drained	None	Slight
	Runoff Potential ²	Linear Extensibility (Rating) ³	Septic Absorption	Frost Action ⁴
Deetz gravelly loamy sand, 5 to 15 percent slopes	Negligible	1.5%, low	Very limited	Low

² Q is a sedimentary rock type made up of alluvium, lake, playa, and terrace deposits; unconsolidated and semi-consolidated. Mostly nonmarine but includes marine deposits near the coast (CGS 2019).

Source: NRCS 2019

Notes:

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

Regional Seismicity and Fault Zones

In California, special definitions for active faults were devised to implement the Alquist-Priolo Earthquake Fault Zoning Act of 1972, which regulates development and construction in order to avoid the hazard of surface fault rupture. The State Mining and Geology Board established policies and criteria in accordance with the act. The board defined an active fault as one which has had surface displacement within Holocene time (about the last 11,000 years). A potentially active fault was considered to be any fault that showed evidence of surface displacement during Quaternary period (last 1.6 million years). Because of the large number of potentially active faults in California, the State Geologist adopted additional definitions and criteria in an effort to limit zoning to only those faults with a relatively high potential for surface rupture. Thus, the term sufficiently active was defined as a fault for which there was evidence of Holocene surface displacement. This term was used in conjunction with the term well-defined, which relates to the ability to locate a Holocene fault as a surface or near-surface feature (CGS 2010b).

According to the DOC Earthquake Zones of Required Investigation Map, the Project site is not within an earthquake fault zone (CGS). One small, unnamed fault exists approximately one mile away from the Project site but is not of a significant size to be a cause of concern for the Project site (CGS 2010a, 2018).

The Seismic Safety and Safety Element of the Siskiyou County General Plan (1975) states that over a 120-year period, 9 or 10 earthquakes capable of "considerable damage" have occurred in the region. No deaths have been reported from these quakes, and building damage was considered minor or unreported. The General Plan states that between the years of 1851 and 1971, only either nine or 10 earthquakes of 291 to 295 total in northeast California were a level VII or VIII on the Modified Mercalli Scale which ranges from I-VIII (Siskiyou County 1975).

4.7.2 Geology and Soils (VII) Environmental Checklist and Discussion

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

- i) The Proposed Project site is not located within an Alquist-Priolo Earthquake Zone (CGS 2010a,2018). There would be **no impact** related to fault rupture.
- ii) According to CGS's Earthquake Shaking Potential for California Map, the Proposed Project site is located in an area which is distant from known, active faults and will experience lower levels of ground shaking less frequently. In most earthquakes, only weaker masonry buildings would be damaged. However, very infrequent earthquakes could still cause strong shaking in the area (CGS 2016). The Proposed Project includes the construction of a curb and gutter along the site frontage, eight fueling areas, two gasoline storage tanks, underground fuel conveyance pipelines, electrical upgrades as necessary, and new asphalt. However, all structures would be required to comply with the 2016 California Building Code (CBC), including the required seismic mitigation standards. Because of the required compliance with the CBC seismic mitigation standards and the distance from active faults, the Proposed Project would have a **less than significant** impact related to strong ground shaking.
- iii) Liquefaction occurs when loose sand and silt saturated with water behaves like a liquid when shaken by an earthquake. Liquefaction can result in the following types of seismic-related ground failure:
- Loss of bearing strength – soils liquefy and lose the ability to support structures
 - Lateral spreading – soils slide down gentle slopes or toward stream banks

- Flow failures – soils move down steep slopes with large displacement
- Ground oscillation – surface soils, riding on a buried liquefied layer, are thrown back and forth by shaking
- Flotation – floating of light buried structures to the surface
- Settlement – settling of ground surface as soils reconsolidate
- Subsidence – compaction of soil and sediment

Liquefaction potential has been found to be greatest where the groundwater level and loose sands occur within a depth of about 50 feet or less. DOC provides mapping for area susceptible to liquefaction in California. According to the Earthquake Zones of Required Investigation Map, the Project is not in a known liquefaction hazard area (CGS 2018). As such, the Proposed Project would result in less than significant impacts with regard to seismic-related ground failure, including liquefaction. Thus, the Proposed Project would have a less than significant impact in this area.

- iv) The Project site and surrounding area is relatively flat with no steep hillsides or other formations susceptible to landslides. The Project site is not located within a landslide hazard area (CGS 2015). As such, the potential for landslides would be **less than significant**.

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b)	Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Construction activities necessary for Project construction would include demolition of the small outbuilding, minor grading, minor excavation, and soil hauling. These activities would disturb the soil and potentially expose the soil surface to erosion by wind and water.

Because the Project site is less than one acre in size, a stormwater pollution prevention plan (SWPPP) is not legally required for the Project. The soil unit of the Project site is composed of Shasta loamy sand, 0-5 percent slopes. This soil unit has low erosion hazard and negligible runoff potential. Further, the site is a mere 0.7 acres in size, and thus is unlikely to produce significant soil erosion from primarily above-ground construction of fueling stations, a fueling station canopy, a cement slab, a sidewalk. Disturbance of soil would primarily occur through grading for preparation of build-out and through trenching and placement of underground fuel conveyance pipelines. Incorporation of required erosion control as required by Siskiyou County Code Section 10-6.5606 during the construction phase would further help reduce the loss of topsoil and overall occurrence of soil erosion. Furthermore, mitigation measure **HYDRO-1** requires the implementation of BMPs, including the use of straw wattles and erosion control blankets in wet weather conditions and moistening of soil mounds in dry weather conditions, to minimize erosion.

Following the completion of construction, the operational phase of the Project will have low potential for erosion. Upon the completion of construction, the majority of the ground surface of the 0.7-acre Project site will be covered with cement, compact gravel, covered fueling stations, and the convenience store.

The impact in this area would be **less than significant** in this area.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

As discussed previously, the Project site has little potential for landslides as the Project site is relatively flat.

Lateral spreading is a form of horizontal displacement of soil toward an open channel or other "free" face, such as an excavation boundary. Lateral spreading can result from either the slump of low cohesion and unconsolidated material or, more commonly, by liquefaction of either the soil layer or a subsurface layer underlying soil material on a slope, resulting in gravitationally driven movement. One indicator of potential lateral expansion is frost action. Potential for frost action is the likelihood of upward or lateral expansion of the soil caused by the formation of segregated ice lenses (frost heave) and the subsequent collapse of the soil and loss of strength on thawing (NRCS 2019). The Project site is identified as being in an area with a low potential for liquefaction or lateral spreading (NRCS 2019). As such, the potential for impacts due to lateral spreading would be less than significant.

With the withdrawal of fluids, the pore spaces within the soils decrease, leading to a volumetric reduction. If that reduction is significant enough over an appropriately thick sequence of sediments, regional ground subsidence can occur. This typically only occurs within poorly lithified sediments and not within competent rock³. No oil, gas, or high-volume water extraction wells are known to be present in the Project Area. According to the United States Geological Service (USGS) Land Subsidence Map, the Project site is not located in an area of land subsidence (USGS 2019). As such, the potential for impacts due to subsidence would be **less than significant**.

Collapse occurs when water is introduced to poorly cemented soils, resulting in the dissolution of the soil cementation and the volumetric collapse of the soil. In most cases, the soils are cemented with weak clay (argillic) sediments or soluble precipitates. This phenomenon generally occurs in granular sediments situated within arid environments. Collapsible soils will settle without any additional applied pressure when sufficient water becomes available to the soil. Water weakens or destroys bonding material between

³ The processes by which loose sediment is hardened to rock are collectively called lithification.

particles that can severely reduce the bearing capacity of the original soil. The collapse potential of these soils must be determined for consideration in the foundation design. Because of the required compliance with the CBC seismic mitigation standards and the distance from active faults the potential for that settlement/collapse at the site is considered unlikely. The proper design of the foundation will ensure that the potential for collapse is less than significant for the Project.

Thus, the impact in this area is **less than significant**.

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

Expansive soils are types of soil that shrink or swell as the moisture content decreases or increases. Structures built on these soils may experience shifting, cracking, and breaking damage as soils shrink and subside or expand. Expansive soils can be determined by a soil's linear extensibility. There is a direct relationship between linear extensibility of a soil and the potential for expansive behavior, with expansive soil generally having a high linear extensibility. Thus, granular soils typically have a low potential to be expansive, whereas clay-rich soils can have a low to high potential to be expansive. The shrink-swell potential is low if the soil has a linear extensibility of less than three percent, moderate if three to six percent, high if six to nine percent, and very high if more than nine percent. If the linear extensibility is more than three percent, shrinking and swelling can cause damage to buildings, roads, and other structures and to plant roots. As shown in *Table 4.7-1*, linear extensibility values for the site are 1.5 percent. Soils with linear extensibility in that range correlate to soils having a low expansion potential. Based on this information, the potential for impacts because of expansive soils would be **less than significant**.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Project would not include a septic tank or alternative wastewater disposal system. Thus, there is **no impact** in this area.

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

No known unique geological or paleontological resources exist at the Project site. The Project site is currently developed by a 3,000-sq. ft. convenience store and a 580-sq. ft. outbuilding. The rest of the Project site is paved or graveled with little vegetation. Due to the existing modern structures and ground disturbance, it is unlikely that a potential unknown paleontological on the 0.7-acre site would be directly or indirectly destroyed by the Project. Although no paleontological resources sites are known to exist in the Project Area, there is a possibility that unanticipated paleontological resources will be encountered during ground-disturbing project-related activities. Therefore, impacts to unknown paleontological resources would be **less than significant** with incorporation of mitigation measure **GEO-1**.

4.7.3 Mitigation Measures

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

Timing/Implementation: During construction

Monitoring/Enforcement: Siskiyou County

4.8 Greenhouse Gas Emissions

4.8.1 Environmental Setting

Greenhouse gases (GHGs) are released as byproducts of fossil fuel combustion, waste disposal, energy use, land use changes, and other human activities. This release of gases, such as carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and chlorofluorocarbons, creates a blanket around the earth that allows light to pass through but traps heat at the surface, preventing its escape into space. While this is a naturally occurring process known as the greenhouse effect, human activities have accelerated the generation of GHGs beyond natural levels. The overabundance of GHGs in the atmosphere has led to an unexpected warming of the earth and has the potential to severely impact the earth's climate system.

Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. CH₄ traps over 25 times more heat per molecule than CO₂, and N₂O absorbs 298 times more heat per molecule than CO₂ (Intergovernmental Panel on Climate Change [IPCC] 2013, 2014). Often, estimates of GHG emissions are presented in carbon dioxide equivalents (CO₂e). Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO₂ were being emitted.

In California, major polluting entities are required to report their annual GHG emissions under the Regulation for the Mandatory Reporting of Greenhouse Gas Emissions (MRR). A "major polluting entity" is defined as an industrial source that emits more than 10,000 metric tons of CO₂e. The MMR supports the Cap-and-Trade program. The MRR program captures approximately 80 percent of the GHG emissions included in the State's GHG inventory (CARB 2017).

4.8.2 Greenhouse Gas Emissions (VIII) Environmental Checklist and Discussion

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Construction Impacts

Construction-related activities that would generate GHGs include worker commute trips, haul trucks carrying supplies and materials to and from the Project site, and off-road construction equipment (e.g., dozers, loaders, excavators). 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 (SCAQMD) recommended threshold of 3,000 metric tons of CO₂e annually. While significance thresholds used in Southern California are not binding in Siskiyou County, they are instructive for comparison purposes.

Construction-generated GHG emissions associated the Proposed Project were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. Construction includes the demolition of the 580-sq. ft. outbuilding currently located at the Project site prior to construction of the gas station. Predicted maximum annual construction-generated emissions for the Proposed Project are summarized in *Table 4.8-1*.

Table 4.8-1. Construction-Related Greenhouse Gas Emissions

Construction Year	Carbon Dioxide Equivalents (CO ₂ e) (metric tons)
Construction	
Year 2019	89.67
SCAQMD Significance Threshold	3,000
Exceed Threshold?	No

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

Notes: Building construction, paving, and architectural coating assumed to occur simultaneously.

As shown in *Table 4.8-1*, GHG emissions would remain below the significance threshold during Project construction. Construction-generated GHG emissions would be **less than significant**.

Operational Impacts

Operation of the Project would result in GHG emissions predominantly associated with motor vehicle use. As explained above, the SCAQMD threshold will be used for comparison purposes. *Table 4.8-2* summarizes all the direct and indirect annual GHG emissions levels associated with operations of the Project.

Table 4.8-2. Operational-Related Greenhouse Gas Emissions

Emissions Source	CO ₂ e (metric tons)
Area Source (landscaping, hearth)	1.5000e ⁻⁰⁰⁴
Energy	3.85
Mobile	942.47
Waste	5.79
Water	0.75
Approximate Total	953
<i>Significance Threshold</i>	<i>3,000</i>
Exceed Threshold?	No

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

As shown in *Table 4.8-2*, GHG emissions would remain below the significance threshold during Project operations. Operational-generated GHG emissions would be **less than significant**.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict with 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"/>

The Proposed Project would not conflict with any adopted plans, policies, or regulations adopted for the purpose of reducing GHG emissions. As identified under response 4.8.2 (a), Siskiyou County does not have

established air quality thresholds. However as discussed above, Project-generated GHG emissions would not surpass GHG significance thresholds for SCAQMD. While the SCAQMD is not located in the same area as the Project, the SCAQMD GHG thresholds were prepared with the purpose of complying with California GHG reduction goals. Therefore, the Proposed Project would not conflict with California GHG reduction goals. **No impact** would occur.

4.8.3 Mitigation Measures

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

4.9 Hazards and Hazardous Materials

4.9.1 Environmental Setting

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

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

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

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

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

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

Under Government Code § 65962.5, both the California Department of Toxic Substance Control (DTSC) and the State Water Resources Control Board (SWRCB) are required to maintain lists of sites known to have hazardous substances present in the environment. Both agencies maintain up-to-date lists on their

websites. A search of the DTSC (2019) and SWRCB (2019) lists identified no open cases of hazardous waste violations within one mile of the Project site.

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

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The Proposed Project would require the installation of a six-station, three-dispenser gasoline fueling area, a two-station, one-dispenser diesel fueling area, one 12,000-gallon aboveground gasoline storage tank, and one 10,000-gallon aboveground diesel storage tank.

Typical incidents that could result in accidental release of hazardous materials (in this instance gasoline and diesel fuel) include leaking storage tanks, spills during transport, inappropriate storage, inappropriate use, and/or natural disasters. If not remediated immediately and completely, these and other types of incidents could cause toxic fumes and contamination of soil, surface water, and groundwater. Depending on the nature and extent of the contamination, groundwater supplies could become unsuitable for use as a domestic water source. Human exposure to contaminated soil or water could have potential health effects depending on a variety of factors, including the nature of the contaminant and the degree of exposure.

Due to the nature of the Proposed Project, particularly the gas station component, the Project would be subject to routine inspection by federal, state, and local regulatory agencies with jurisdiction over fuel-dispensing facilities. Hazardous materials regulations, which are codified in Titles 8, 22, and 26 of the CCR, and their enabling legislation set forth in Chapter 6.95 of the California Health and Safety Code, were established at the state level to ensure compliance with federal regulations and to reduce the risk to human health and the environment from the routine use of hazardous substances. Protection against accidental spills and releases provided by this legislation includes physical and mechanical controls of fueling operations, including automatic shutoff valves; requirements that fueling operations are contained on impervious surface areas; oil/water separators or physical barriers in catch basins or storm drains; vapor emissions controls; leak detection systems; and regular testing and inspection (California Health and Safety Code [CHSC] 2014).

The applicant is also required to comply with applicable provisions of Title 49 CFR Parts 100–185 and all amendments through December 9, 2005 (Hazardous Materials Regulations). Hazardous materials must be stored in designated areas designed to prevent accidental release to the environment (CFR 2019). CBC requirements prescribe safe accommodations for materials that present a moderate explosion hazard, high fire or physical hazard, or health hazards (California Building Standards Commission [CBSC] 2016a, b).

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Additional applicable standards include the California Environmental Protection Agency's Aboveground Petroleum Storage Act, Cal/OSHA operational requirements, California Health and Safety Code Section 25270 regarding aboveground storage tanks (CHSC 2014). Compliance with all applicable federal and state laws related to the storage of hazardous materials would be required to maximize containment and provide for prompt and effective cleanup, if an accidental release occurs.

The gasoline and diesel fuel would need to be transported in via truck. This is a routine procedure that is not expected to impose excessive risk. The Project would be required to comply with the California Vehicle Code Section 31303, which requires that hazardous materials be transported using routes with the lowest travel time. California Vehicle Code Section 31303 further prohibits the transportation of hazardous materials through residential neighborhoods (California Legislative Information 1991). Therefore, long-term impacts associated with handling, storing, and dispensing of hazardous materials would be **less than significant**.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

As stated above, the Proposed Project would require the transportation and storage of gasoline and diesel fuel. However, California Vehicle Code Section 31303 sets forth standards to reduce the likelihood of a vehicle accident with the potential to release hazardous waste (California Legislative Information 1991). California Health and Safety Code, Section 25290.1(a) sets standards for petroleum tank safety and Section 2.4 of the Flammable and Combustible Liquids Code requires that storage tanks be tested for integrity and quality prior to installation.

Although the Proposed Project involves the storage and use of petroleum gasoline, standards that currently exist in California help to ensure the risk of an accident would be minimized (CHSC 2014, National Fire Protection Association [NFPA] 2018). Due to the legal standards set in place, the Proposed Project would have a **less than significant** impact.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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The nearest public schools to the Project site are McCloud High School, approximately 0.15 miles north of the Project site, and McCloud Elementary School, approximately 0.35 mile northeast of the Project site. However, as discussed previously, the Project is highly unlikely to emit hazardous emissions due to the hazardous material safety regulations that apply to the Project. Thus, the Project would have a **less than significant** impact in this area.

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

Under Government Code § 65962.5, both the DTSC and the SWRCB are required to maintain lists of sites known to have hazardous substances present in the environment. Both agencies maintain up-to-date lists on their websites. A search of the DTSC and SWRCB lists identified no open cases of hazardous waste violations on the Project site. Therefore, the Project site and the Proposed Project are not on a parcel included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 (DTSC 2019; SWRCB 2019). As a result, this would not create a significant hazard to the public or to the environment and would have **no impact**.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The nearest airport to the Project site is the private McCloud Airstrip, located approximately 1.63 miles northeast of the Project site. However, the addition of fuel storage tanks and gasoline pumping stations at such a distance would neither be a source of excessive noise nor pose a safety hazard to the airstrip. The Project is required to comply with state and federal safety laws as discussed above. As such, the Project would have a **less than significant** impact in this area.

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Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Proposed Project does not include any actions that would impair or physically interfere with an adopted emergency response plan or emergency evacuation plan. All construction activities would occur on-site and not impede the use of surrounding roadway in an emergency evacuation. The Project primarily involves the addition of two fuel storage tanks and gasoline/diesel pumping stations. The Project components would not interfere with any emergency response or evacuation plans. Implementation of the Proposed Project would result in **no impact** in this area.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

CAL FIRE has designated the Project site as being within an area having a moderate wildland fire potential (CAL FIRE 2007).

The Project is reviewed by CAL FIRE and the County Building Department and would be required to be constructed with fire suppression infrastructure and clear space areas as required by CAL FIRE and the CBC. Implementation of these requirements would reduce the potential wildfire impacts to a **less than significant** level.

4.9.3 Mitigation Measures

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

4.10 Hydrology and Water Quality

4.10.1 Environmental Setting

Regional Hydrology

Surface Water

The Project site is located in the greater Sacramento River hydrologic region. The Sacramento River hydrologic region covers approximately 17.4 million acres (27,200 square miles). The region includes all or large portions of Modoc, Siskiyou, Lassen, Shasta, Tehama, Glenn, Plumas, Butte, Colusa, Sutter, Yuba, Sierra, Nevada, Siskiyou, Sacramento, El Dorado, Yolo, Solano, Lake, and Napa counties. Small areas of Alpine and Amador counties are also within the region. Geographically, the region extends south from the Modoc Plateau and Cascade Range at the Oregon border, to the Sacramento-San Joaquin Delta (Department of Water Resources [DWR] 2003).

The Project site is located within boundaries of the Upper Sacramento River watershed. The Upper Sacramento River originates from water flowing off Mount Shasta to the north and from the Klamath Mountains to the west. The river flows south for approximately 40 miles, joined by numerous tributary streams, and empties into Lake Shasta above Shasta Dam. Near the City of Mount Shasta in Siskiyou County, flows are regulated by the 430-acre Lake Siskiyou Reservoir built in 1968 for power production and recreation. Wilderness, high mountains, and numerous lakes and streams, together with an abundance of public land, make this watershed a center for outdoor recreation. The watershed also supports extensive timber resources on both public and private lands, and the river itself is one of the state's premier wild trout waters. Prominent features in the watershed include Mount Shasta, Union Pacific Railroad, Lake Shasta and Shasta Dam, and Castle Crags State Park (SRWP 2018).

Surface flow in the river has been monitored by USGS at a location near Lake Shasta since 1945. Average daily flow is approximately 1,000 cubic feet per second (cfs), with a peak daily flow of 70,000 cfs (1974) and extreme low of 117 cfs (1977). Located in the upper watershed near the City of Mount Shasta, the 26,100-acre-foot (AF) Box Canyon Dam/Siskiyou Reservoir is operated by Siskiyou County for hydropower generation and recreation. Local communities capture spring water for domestic supply. There are no defined groundwater basins in this watershed; however, individual domestic wells are located throughout the region, and larger wells supply water to bottling plants in Mount Shasta and Dunsmuir (SRWP 2018).

Groundwater

Groundwater, in the State of California is managed and monitored by the DWR. While the Project site is within the Sacramento River hydrologic region, it is located in the McCloud Area Groundwater Basin 5-035 as identified by DWR (DWR 2019). No groundwater information is available for the Project site as no groundwater monitoring wells managed By DWR exist within the McCloud City center. The nearest monitoring well to the Project site is located approximately 20 miles southwest of the Project site on the Shasta River, below Dwinnell Reservoir near Edgewood Road (DWR 2018).

Project Site Hydrology and Onsite Drainage

The Project site is located on relatively flat terrain situated at an elevation of 3,234 AMSL. The Project site contains no hydrological features and is currently developed for commercial use. The Project site contains an approximately 3,000-sq. ft. convenience store, which will remain with development of the Project. The site also has a small outbuilding, approximately 580 sq. ft., which will be removed as a part of the Project. The rest of the 0.7-acre site is paved and relatively level. Upon completion, the Project would include a curb and gutter along the site frontage.

In the Project Area, the precipitation period of the year lasts for nine months, from September to late June with about five to six months of this period in snow. The most rain/snow falls during the 31 days centered around December 10, with an average total accumulation of 4.5 inches. The rainless period of the year typically lasts for about two months, from June 24 to September 12. The least rain falls around July 31, with an average total accumulation of 0.1 inches (Weatherspark 2018).

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map for the Project Area (Map No. 06093C3044D) shows that the Project site is in flood zone AO, meaning that the area is subject to inundation by 1-percent-annual-chance shallow flooding (usually sheet flow on sloping terrain) where average depths are between one and three feet (FEMA 2011, 2019).

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

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

In accordance with National Pollutant Discharge Elimination System (NPDES) regulations, the State of California requires that any construction activity affecting one acre or more obtain a General Construction Activity Stormwater Permit (General Permit) to minimize the potential effects of construction runoff on receiving water quality. The General Permit is accompanied by a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP includes pollution prevention measures (erosion and sediment control measures and measures to control non-stormwater discharges and hazardous spills), demonstration of compliance with all applicable local and regional erosion and sediment control standards, identification of responsible parties, and a detailed construction timeline. The SWPPP must also include implementation of best management practices (BMPs) to reduce construction effects on receiving water quality by implementing erosion control measures and reducing or eliminating non-stormwater discharges. Performance standards for obtaining and complying with the General Permit are described in NPDES General Permit No. CAS000002, Waste Discharge Requirements, Order No. 2009-0009-DWQ.

The Project site, however, is 0.7 acre in size and thus is neither legally required to obtain a General Permit nor implement a SWPPP. Despite its small size, the Project site still may contribute to stormwater runoff. The Project will involve grading, cement removal, and some excavation. Thus, mitigation measure

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HYDRO-1 shall be implemented to ensure the Project does not substantially degrade surface water quality. **HYDRO-1** includes construction timing protocol and BMPs. Thus, the impact in this area will be **less than significant**.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Water to the site would be provided through the McCloud Community Services District (CSD). The domestic water is diverted from natural springs in the region (McCloud CSD 2018). The Project would not be supplied by a groundwater well. During the construction phase, water uses may include minor uses such as for the dampening of exposed soil or the cleaning of construction equipment. During the operational phase of the Project, no water will be directly required for the operation of the fueling stations and fuel storage tanks.

Impervious surfaces on the Project site would continue to include buildings, parking lots, and sidewalks. Nearly all of the 0.7-acre site would be covered with impervious surfaces. The Project site would remain almost completely impervious as it is in its current condition. Thus, no change in groundwater recharge would occur at the Project site.

While drainage plans have not yet been completed in detail, a curb and gutter are to be constructed along the site frontage of the Project site. Future runoff from the Project site from developed/impervious areas would be directed into the onsite storm drainage system and into the community's storm drainage.

Due to the small size of the Project site, the Project represents an insignificant portion of the total North American Groundwater Subbasin area. Additionally, the Project would not change the site drainage pattern from what currently exists. Thus, the Project would have a **less than significant** impact on groundwater recharge.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner that would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<hr/>				
i) No creeks, streams or rivers exist on or nearby the Project site. The Project site drainage pattern at the Project site would remain essentially unchanged from current conditions by the Project. A curb and gutter are to be constructed along the site frontage. As such, siltation to on- or off-site waterways would not occur and no impact would result.				
ii) The Project site drainage would remain unchanged from current conditions. The Project site is currently paved or graveled with a convenience store and outbuilding on site. The Project would involve the addition of minimal new impervious area. The Project site is 0.7-acre in size and is not large enough to cause flooding. The water runoff from the site is directed to drainages along SR-89 and Broadway Avenue. The Project plan includes a curb and gutter along the site frontage. Thus, there would be no impact in this area.				
iii) See discussion of Issues i) and ii), above. Street drainages act as the stormwater drainage systems adjacent to the site currently and the Project plan includes a curb and gutter along the site frontage. The Proposed Project would not involve substantial changes to the amount of onsite impervious surfaces to potentially increase the amount of onsite runoff. However, any stormwater flowing from these structures would be routed into Project drainage facilities and would be absorbed into the ground naturally. As such, the impact in this area would be less than significant .				
iv) FEMA flood hazard maps (Map 06093C3044D) shows that the Project site is located in flood Zone AO. The majority of the Project site is located within flood zone AO with a maximum flooding depth of three feet, while a small portion of the Project site in the northwest corner is flood zone AO with a maximum flooding depth of two feet. FEMA defines flood zone AO as areas subject to inundation by 1-percent-annual-chance (also known as 100-year flood) shallow flooding (usually sheet flow on sloping terrain) where average depths are between one and three feet (FEMA 2011, 2019). However, the Project includes the construction of four gas/diesel pumps, a canopy and two fuel storage tanks. The footprints of these structures are small and because of this, during a flood event these structures would not impede or re-direct flood waters in a manner that would				

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substantially alter the existing drainage pattern of the site or surrounding area. Therefore, the Proposed Project would have a **less than significant** impact related to impeding or redirecting flood flows.

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

FEMA flood hazard maps (Map 06093C3044D) shows that the Project site is in flood zone AO. Flood zone AO is subject to a one-percent chance of flooding annually. Based on the FEMA flood map, the majority of the Project site is located in a zone limited to a maximum of three feet of flooding and the northwest corner is limited to two feet of flooding.

The Project site is not protected by levees from any flood hazard. There are no natural waterways on or near the Project site. No large bodies of water exist near the Project site. The Project site is not located within a potential tsunami or seiche inundation area. Damage due to a seiche, a seismic-induced wave generated in a restricted body of water would not occur.

Lake Siskiyou is approximately 20 miles west of the Project site. However, waters due to a failure of Lake Siskiyou's dam would flow in a southerly direction and would not impact the site. Additionally, dams are regulated by the Division of Safety of Dams of the DWR and are routinely inspected during their impoundment life, which includes monitoring for compliance with seismic stability standards. Prior to the terrorist attacks of September 11, 2001, public information was available that provided structural ratings for dams throughout the nation. Since that time, this information, as well as, dam inundation areas have been classified and is not readily available. Thus, dam failure is not considered a reasonably foreseeable event, and the Proposed Project would not affect dam operations.

Based on the discussion above, the Project would result in a very low potential for release of pollutants due to flood hazard. Thus, there would be a **less than significant impact** in this area.

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Project site is located in a sparsely developed area and there is no water quality control plan or sustainable groundwater management plan pertaining to the area. Therefore, the Project would have no impact in this area.

4.10.3 Mitigation Measures

HYDRO-1 Best management practices (BMPs) shall be implemented during the construction phase of the Project to minimize the erosion and stormwater runoff that occurs from ground-disturbing activities. Straw wattles shall be placed around the perimeter of all soil disturbed within the Project site. During dry weather, all freshly disturbed soil shall be lightly moistened to prevent wind erosion. Erosion control blankets should be placed on any soil mounds created during the construction period and subsequently left in place for 24 hours or more. Further, construction activities shall not be performed during or directly following a storm event.

Timing/Implementation: During construction

Monitoring/Enforcement: Siskiyou County

4.11 Land Use and Planning

4.11.1 Environmental Setting

The 2019 Siskiyou County Code describes the County's approach to defining the land uses in the County. The General Plan identified 19 zoning districts which each specify the type of construction allowed within the zone. The Project is located within the Town Center (C-C) district. The purpose of the C-C district is identified as to promote and enhance diversified uses that are necessary for the maintenance and viability of the town. The C-C district allows for a wide range of uses, including car washes, food stores, and office buildings. Automobile service stations are permitted with the attainment of a use permit (Siskiyou County 2019a).

Further, the General Plan uses a series of maps which assist in the potential uses of a site. These maps include (Siskiyou County 1975):

Map 1: Geologic Hazard,	Map 7: Flood Hazard,
Map 2: Soils: Erosion Hazard,	Map 8: Surface Hydrology,
Map 3 Soils: Building Foundations Limitations,	Map 9: Deer Wintering Areas:
Map 4: Soils: Severe Septic Tank Limitations,	Map 10: Wildfire Hazard,
Map 5: Excessive Slope,	Map 11: Woodland Productivity, and
Map 6: Water Quality,	Map 12: Prime Agricultural Soils.

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

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Proposed Project is located in the commercial area of the town of McCloud. The Project site is currently in use as a convenience store; Reginatto's Snack Shop. The convenience store is approximately 3,000 sq. ft. and the site also has a small 580-sq. ft. outbuilding on the site which will be removed as a part of the Project. The Project site is otherwise paved to allow for customer parking. Thus, the Project will not result in a significant change in the land use at the location. The addition of fueling stations with minimal additional infrastructure will not physically divide an established community. Thus, there would be **no impact** in this area.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As discussed previously, the Siskiyou County Code identifies the Project location as being zoned as Town Center (C-C). Automobile service stations are permitted in the C-C district with the obtainment of a use permit (Siskiyou County 2019a). Further, the Project site is the location of a convenience store which will remain in operation as part of the Project. Thus, the Project would have **no impact** in this area.

4.11.3 Mitigation Measures

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

4.12 Mineral Resources

4.12.1 Environmental Setting

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

The only mine located within McCloud is the M1 South Pit Quarry owned by Hitchcock Construction. This mine is in 3.5 miles away from the Project site. Neither the County nor the California DOC Division of Mine Reclamation (DMR), identifies the Project site as a mineral resource zone (Siskiyou County 1997; DMR 2018).

The Project site is currently developed and includes a convenience store and an outbuilding with a cement parking lot and compact gravel space. The Project site does not contain mineral resources.

4.12.2 Mineral Resources (XII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

4.12.3 Mitigation Measures

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

4.13 Noise

4.13.1 Environmental Setting

Noise Fundamentals

Noise is generally defined as sound that is loud, disagreeable, or unexpected. The selection of a proper noise descriptor for a specific source is dependent on the spatial and temporal distribution, duration, and fluctuation of the noise. The noise descriptors most often encountered when dealing with traffic, community, and environmental noise include the average hourly noise level (in L_{eq}) and the average daily noise levels/community noise equivalent level (in L_{dn} / Community noise equivalent level [CNEL]).

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

source. Noise generated by stationary sources typically attenuates at a rate of approximately 6.0 to 7.5 dBA per doubling of distance from the source (USEPA 1971).

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

Sensitive Noise Receptors

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

The Project site is located in the town center of McCloud. The nearest noise-sensitive land use receptors are a church located approximately 36 feet northeast of the Project boundary, a single home approximately 85 feet southeast of the Project boundary, and apartments approximately 213 feet east of the Project site boundary.

Existing Ambient Noise Environment

The major noise sources in the vicinity of the Project include roadway noise traffic from SR-89 and Broadway Avenue. SR-89 is generating noise levels of approximately 70-71 dBA CNEL at a distance of 100 feet (Town of Truckee 2018). Additionally, the Reginatto's Snack Shack currently attracts vehicle and foot traffic. Existing ambient noise sources also include traffic and voices projecting from the nearby church, McCloud Market, bus stop, apartment complex, and home.

Vibration Fundamentals

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

4.13.2 Noise (XIII.) Environmental Checklist and Discussion

Would the Project result in	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact

- a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? ☐ ☐ ☒ ☐

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

Construction Noise

The County of Siskiyou does not regulate noise generated by construction, as construction at any given site is temporary and generally expected and tolerated by residents as a typical occurrence. However, a discussion of construction noise impacts is included for full disclosure purposes. Construction of the Proposed Project would result in a temporary short-term increase of noise levels in the Project vicinity. The noise levels generated by construction equipment would vary greatly depending upon factors such as the type and specific model of the equipment, the operation being performed, the condition of the equipment and the prevailing wind direction. The noise levels for various types of construction equipment that could be required during construction of the Proposed Project are provided in *Table 4.13-1*.

Table 4.13-1. Typical Noise Levels from Construction Equipment

Equipment	Typical Noise Level (dBA) at 50 Feet from Source
	<i>L_{eq}</i>
Air Compressor	73.7
Backhoe	73.6
Compactor (Ground)	76.2
Concrete Mixer Truck	74.8
Concrete Mixer (Vibratory)	73.0
Concrete Pump Truck	74.4
Concrete Saw	82.6
Crane	72.6
Dozer	77.7
Drill Rig Truck	72.2
Excavator	76.7
Front End Loader	75.1
Generator	77.6
Gradall	79.4
Grader	81.0
Hydraulic Break Ram	80.0
Jackhammer	81.9

Equipment	Typical Noise Level (dBA) at 50 Feet from Source
	L_{eq}
Impact Hammer/Hoe Ram (Mounted)	83.3
Pavement Scarifier/Roller	82.5
Paver	74.2
Pneumatic Tools	82.2
Pumps	77.9
Roller	73.0
Truck (Dump/Flat Bed)	72.5

Source: Federal Highway Administration, Roadway Construction Noise Model (FHWA-HEP-05-054), dated January 2006.

During the construction phase of the Project, exterior noise levels resulting from construction could affect nearby sensitive receivers. The nearest of which include a church located approximately 36 feet northeast of the Project boundary, a single home approximately 85 feet southeast of the Project boundary, and apartments approximately 213 feet east of the Project site boundary.

As shown in *Table 4.13-1*, noise levels associated with individual construction equipment used for typical construction project activities can reach levels of up to approximately 83.3 dBA L_{eq} at a distance of 50 feet. Noise levels decrease at a rate of approximately 6 dB per doubling of distance for a stationary point or source. Thus, at the nearest sensitive receptor located 36 feet from the Project boundary, maximum average noise activities for a single piece of equipment would attenuate to approximately 83.3 dBA, at the loudest. It is acknowledged that construction activities would occur throughout the Project site and would not be concentrated at the single nearest point to the affected residence.

Traffic on SR-89 is a predominate noise source in the area and is currently generating noise levels of approximately 70-71 dBA CNEL at a distance of 100 feet (Town of Truckee 2018). The County of Siskiyou does not regulate construction-generated noise and therefore the construction of the Proposed Project would not exceed a County standard. However, construction noise would represent a noticeable, though temporary, increase of noise. Construction activity would generate ten vehicle trips per day during the three-month construction phase which is to follow the completion of the five-day demolition phase which would generate 10 trips per day. Due to the temporary increase in noise due to construction, mitigation of this impact is required. Mitigation measure **NOI-1** contains BMPs for reducing construction-generated noise impacts to a less than significant level.

Operational Noise

Project Land Use Compatibility

The County Noise Element includes a land use compatibility table (Table 13 of the Siskiyou County General Plan Noise Element) that provides the County with a tool to gauge the compatibility of new land uses relative to existing noise levels. This table identifies the ranges of acceptable noise levels for a variety of land use types. Specifically, noise levels of 65 dBA L_{dn} and less are identified as an acceptable noise environment for commercial-type land uses, such as proposed by the Project (Siskiyou County 1978).

As previously described, the major noise sources in the vicinity of the Project include roadway noise traffic from SR-89. SR-89 generates noise levels of approximately 70-71 dBA CNEL at a distance of 100 feet (Town of Truckee 2018).

Project Operations - Onsite Noise Sources

Noise-sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas would each be considered noise-sensitive and may warrant unique measures for protection from intruding noise. Nearby noise-sensitive land uses consist of a church located approximately 36 feet northeast of the Project boundary, a single home approximately 85 feet southeast of the Project boundary, and apartments approximately 213 feet east of the Project site boundary.

The County Noise Element identifies an acceptable noise environment of 65 dBA for light and heavy commercial land uses. Onsite operational noise sources associated with the operation of the Proposed Project include mobile and stationary (i.e., car engines, diesel engines, stereo music, and human voices) sources. Project noise from onsite sources have been calculated with the SoundPLAN 3D noise model, which predicts noise levels based on the location, noise level, and frequency spectra of the noise sources as well as the geometry and reflective properties of the local terrain, buildings and barriers. An existing ambient noise standard of 45.9 dBA was utilized for the Project based on prior noise measurements taken by ECORP, for a similarly sized gas station project. *Table 4.13-2* shows the predicted Project noise levels at the nearest noise-sensitive land uses as a result of Project stationary noise sources, as modeled by the SoundPLAN 3D noise model (see *Figure 6. Noise Map*).

Table 4.13-2. Noise Levels at the Nearest Sensitive Receptors from Project On-Site Sources

Description	Estimated Exterior Noise Level @ Sensitive Receptor 36 feet northeast	Estimated Exterior Noise Level @ Sensitive Receptor 85 feet southeast	Estimated Exterior Noise Level @ Sensitive Receptor 213 feet east	Noise Standard (dBA)	Exceed Standard?
Combined Project On-Site Source Noise Level (Truck and car Movements, customer Activity)	36	25	20.3	65	No

Source: Onsite source noise levels were calculated by ECORP Consulting using the SoundPLAN 3D noise model. Refer to Appendix C for noise modeling assumptions and results.

As shown, predicted Project on-site noise would not surpass the County noise standard at any of the nearest sensitive receptors. The Noise Element of the Siskiyou County General Plan recommends a day night average sound level of 65 dBA for commercial operation. As mentioned previously, the use of heavy construction equipment would cease after the three-month construction phase. It can be assumed that the noise levels at the residence will be significantly less at that time.

Project Operations - Offsite Project Traffic Noise

Project operation would also result in additional traffic on adjacent roadways, thereby increasing vehicular noise in the Project vicinity. As described under *Subsection 4.17*, completion of the Proposed Project is estimated to result in a daily maximum of 1,348.48 vehicle trips per day during the operational phase. It should be noted that this estimate is highly conservative as people generally stop at a gas station while traveling between their home and destination. Thus, a considerable portion of these trips would be pre-existing. Additionally, the gas station will be located 12 miles from I-5, so it is unlikely that travelers would come to McCloud purely to utilize the gas station. Further, the population of McCloud is estimated to be 1,101; less than the estimated vehicle trips generated by CalEEMod (U.S. Census 2010). According to the California Department of Transportation (Caltrans) *Technical Noise Supplement to the Traffic Noise Analysis Protocol* (Caltrans 2013), doubling of traffic on a roadway would result in an increase of 3 dB (a barely perceptible increase). The Proposed Project's daily trips would be nominal compared to the current vehicle trips in the Project Area (particularly those generated by SR-89), and thus, would not result in a perceptible increase in traffic noise level. Traffic noise impacts associated with the Project would be less than significant.

The construction and operational components of the Proposed Project would have a **less than significant** impact with mitigation incorporated in this area.

Would the Project result in		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
b)	Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Construction Impacts

Construction operations have the potential to result in varying degrees of temporary ground vibration and noise levels, depending on the specific construction equipment used and operations involved. The ground vibration levels associated with various types of construction equipment are summarized in *Table 4.13-3*. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The effects of ground vibration may be imperceptible at the lowest levels, low rumbling sounds and detectable vibrations at moderate levels, and slight damage to nearby structures at the highest levels.

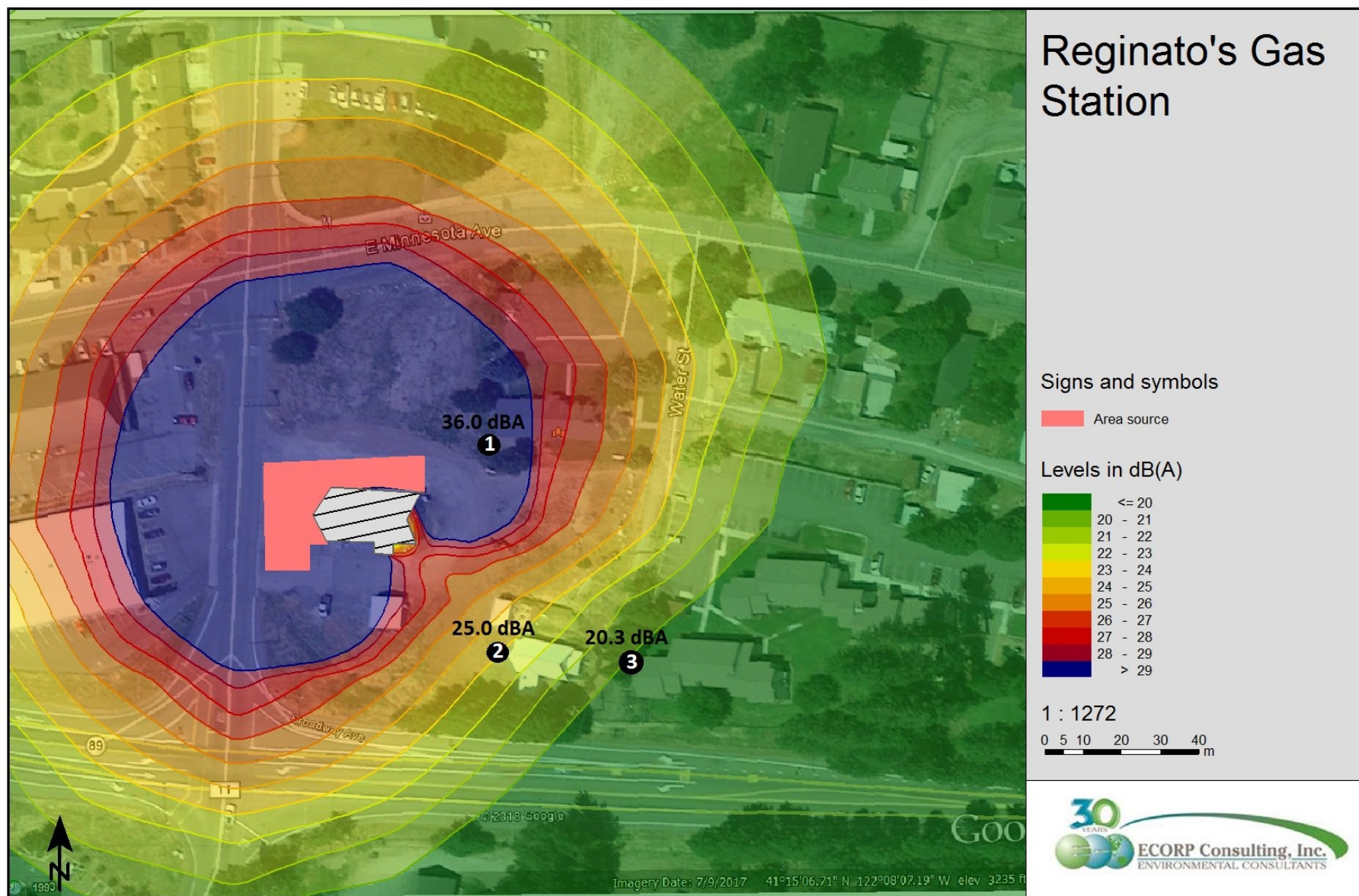
Table 4.13-3. Typical Construction Equipment Vibration Levels

Equipment Type	Peak Particle Velocity at 50 Feet (inches per second)
Large Bulldozer	0.042
Caisson Drilling	0.042
Loaded Trucks	0.035
Jackhammer	0.016
Small Bulldozer/Tractor	0.001

Source: Federal Transit Administration (FTA) 2018

The County does not regulate vibration associated with construction. However, a discussion of construction vibration is included for full disclosure purposes. For comparison purposes, the Caltrans (2004) recommended standard of 0.2 inch-per-second peak particle velocity with respect to the prevention of structural damage for older residential buildings is used as a threshold. This is also the level at which vibrations may begin to annoy people in buildings.

The nearest structures to any of the construction areas are a church located approximately 36 feet northeast of the Project boundary, a house located approximately 85 feet southeast of the Project boundary, and apartments located approximately 213 feet east of the Project boundary. Based on the vibration levels presented in *Table 4.13-3*, ground vibration generated by heavy-duty equipment would not be anticipated to exceed approximately 0.042 inch per second peak particle velocity at 50 feet. Since predicted vibration levels at the nearest structures would not exceed recommended criteria and because the County does not regulate vibration associated with construction, no impact would occur.



Operational Impacts

Once operational, the Project would not be a source of groundborne vibration or groundborne noise. Additionally, the County does not regulate vibration associated with operations. For these reasons, there is **no impact** due to groundborne vibration.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the Project Area to excessive noise levels?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The nearest airport to the Project site is the private McCloud Airstrip, located approximately 1.63 miles northeast of the Project site. Although the airstrip is within the two-mile range, the Project would not expose people residing or working in the Project Area to excessive noise levels. The Project is located directly adjacent to numerous residential and commercial buildings that do not experience significant ill effects due to airport-generated noise. Thus, a **less than significant** impact would occur with implementation of the Proposed Project.

4.13.3 Mitigation Measures

NOI-1: The following BMPs shall be incorporated during Project construction.

- Project construction activities should be limited to daytime hours unless conditions warrant that certain construction activities occur during evening or early morning hours.
- Locate stationary construction equipment as far as possible from the nearby noise-sensitive properties.
- Notify the nearby residence whenever extremely noisy work (e.g., pile driving, use of pneumatic drill) would be occurring.
- Shut off idling equipment.
- Install temporary or portable acoustic barriers around stationary construction noise sources.

Timing/Implementation: During Project grading and construction activity.

Monitoring/Enforcement: Siskiyou County

4.14 Population and Housing

4.14.1 Environmental Setting

The town of McCloud is not heavily populated. According to the California Department of Finance (DOF), which provides estimated population and housing unit demographics by year throughout the State, Siskiyou County had a population of 44,584 in 2019 and the town of McCloud had a population of 1,101 in 2010 (DOF 2019, U.S. Census 2010).

The Project site is located in the urban center of the town of McCloud. The Project site is 0.7 acre in size and is located adjacent to commercial and residential uses. The Project site is located directly north of SR-89.

4.14.2 Population and Housing (XIV) Environmental Checklist and Discussion

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

The Project does not include the construction of any new homes. Development of the Project would not extend any roads or public infrastructure. Therefore, direct or indirect increases in population growth would not occur as a result of the Proposed Project. There would be **no impact** in this area.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

4.14.3 Mitigation Measures

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

4.15 Public Services

4.15.1 Environmental Setting

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

Police Services

Police protection services at the Project site are provided by the Siskiyou County Sheriff's Department. The Siskiyou County Sheriff's Department consists of the Custody Division, Court Security, Patrol Division, Detectives, Special Response Team, Marijuana Eradication Team, Civil Division, Coroner, Dispatch, Dive Team, K9 and Search and Rescue. The nearest Sheriff's Department substation is located at 241 Ski Village Drive, Mt. Shasta, located approximately 2.5 road miles from the site. Additionally, the California Highway Patrol is located approximately 13 miles from the Project site. This agency is likely to provide additional support to the Sheriff's Department in case of an emergency.

Fire Services

Fire protection services for the Project site are provided by the McCloud Fire Department and the site is also located in a CAL FIRE State Responsibility Area (CAL FIRE 2019). The McCloud Fire station is located at 409 Tucci Avenue, approximately 1.7 road miles away from the Project site. In the case of larger emergency events, the Mount Shasta City Fire Department is located 12.2 miles away.

Schools

The area is served by two public schools: The McCloud Elementary School for kindergarten through 8th grade and the McCloud High School for high school-aged children in grades 9 through 12. Both schools are located in the central area of the town of McCloud. McCloud Elementary School is located approximately 0.25 mile northeast from the Project site and McCloud High School is located approximately 0.15 mile northeast of the Project site.

Parks

Recreational opportunities for both youth and adults are varied and plentiful in the project area. The Upper Sacramento River and Lake Siskiyou provide opportunities for water recreation, including boating, swimming, fishing, and other outdoor activities. The Mt. Shasta Ski Park, approximately 5.5 miles northeast of the project site, includes opportunities for downhill and cross-country skiing as well as summer activities such as hiking and mountain biking. In addition, the McCloud CSD operates Hoo Hoo Park for families and children. Features at this facility include a playground, baseball diamond, picnic and barbeque facilities, horseshoe pit, and a baseball diamond. The town of McCloud also is home to several museums open to the public. Demand for park space is primarily a function of how many people live in a given town. Residential developments have a higher propensity to attract additional residents to a city or town whereas smaller commercial developments do not.

Other Public Facilities

Other public facilities found in the project vicinity include the McCloud Branch Library, McCloud Post Office, and public lands owned and administered by the Bureau of Land Management and the U.S. Forest Service.

4.15.2 Public Services (XV) Environmental Checklist and Discussion

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

Fire Services

The Project site is located 1.7 road miles away from the McCloud Fire Department. The Proposed Project would not result in an increase in population and thereby not require additional fire facilities to serve this population. The Proposed Project would not require any additional Fire District facilities, equipment, and/or staff and is not anticipated to create an additional burden on exiting fire facilities. The Project would be subject to the fire protection regulations defined in Public Resources Code 4290. Code 4290 provide requirements for road and street networks, driveways designs, road signage, water requirement standards and fuel modification/removal areas (PRC 2019). Therefore, the Project would have a **less than significant** impact in this area.

Police Services

The Proposed Project would not result in a significant increase in demand for police protection resulting in new or expanded police facilities. Police facilities and the need for expanded facilities are based on the staffing levels these facilities must accommodate. Police staffing levels are generally based on the population/police officer ratio, and an increase in population is usually the result of an increase in housing

or employment. Because the Proposed Project would not increase the population in the area and would minimally increase employment with the addition of three Reginatto's employees, the Project would not result in the need for increase in police protection or police facilities. Therefore, the Proposed Project would have a **less than significant** impact in this area.

Schools

The purpose of the Proposed Project is the establishment of a fueling station adjacent to an existing separate convenience store. This development will not result in an increase of student population. The Proposed Project does not result in an increase in housing or population in the area, which would require additional educational facilities. Therefore, the Proposed Project would have **no impact** in this area.

Parks

As stated previously, the need for additional parkland is primarily based on an increase in population to an area. Given that the Proposed Project would not increase the community's population, the Project would not burden any parks in the surrounding area beyond capacity by generating additional recreational users. Therefore, the Proposed Project would not require the construction or expansion of park and recreational facilities and would also not result in an increase in demand for parks and recreation facilities in the surrounding area. There would be **no impact** to parks as a result of construction of the Proposed Project.

Other Public Facilities

The Proposed Project does not result in an increase in housing or population in the community resulting in library, post office, or other public facilities use. Therefore, the Project would have a **less than significant** impact on other public facilities.

4.15.3 Mitigation Measures

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

4.16 Recreation

4.16.1 Environmental Setting

As stated previously, the Upper Sacramento River and Lake Siskiyou provide opportunities for water recreation, including boating, swimming, fishing, and other outdoor activities. The Mt. Shasta Ski Park includes opportunities for downhill and cross-country skiing as well as summer activities such as hiking and mountain biking. In addition, the McCloud Community Services District operates Hoo Hoo Park for families and children. Features at this facility include a playground, baseball diamond, picnic and barbeque facilities, horseshoe pit, and a baseball diamond. The community of McCloud also is home to several museums open to the public.

A Project may impact a recreational facility if it attracts a substantial number of new residents to the community. This more frequently occurs with large residential development projects or projects that may

significantly increase employment opportunity in the area. The Proposed Project will not cause a population increase.

4.16.2 Recreation (XVI) Materials Checklist

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Proposed Project would not result in the construction of recreational facilities. The Project would not require the construction or expansion of additional off-site recreational facilities. As such, the Proposed Project would have **no impact** in this issue area.

4.16.3 Mitigation Measures

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

4.17 Transportation

4.17.1 Environmental Setting

Regional access to the Project site is provided by I-5, which link the site with other northern California communities to the north and south. Local access to the town of McCloud is provided by the SR-89 /Volcanic Legacy Scenic Byway (offramps to SR-89).

Important roadways in the vicinity of the Proposed Project include:

- Interstate 5: I-5 is a north-south federal highway through California. It is a divided six-lane freeway adjacent to the Project site. According to Caltrans, I-5 at the SR-89 offramp interchange had a Back Average Annual Daily Trip (AADT)⁴ count of 430 (Caltrans 2018). This indicates that, on average, 430 vehicles exited I-5 at the SR-89 offramp interchange on a daily basis in 2017. I-5 is located 12 miles from the Project site.
- SR-89: SR-89 is a two-lane mountain highway that connects Lake Tahoe to the Tahoma County line (Tahoe 2019). SR-89 runs through the town of McCloud and runs south of the Project site. SR-89 is the main traffic route by which people can directly access the town of McCloud.
- Broadway Avenue: Broadway Avenue north-south two-lane town road that bisects the community. Broadway Avenue provides immediate access to the Project site and is located directly to the west of the Project Area. The roadway provides access to residential units and other commercial buildings, including the McCloud Market. Traffic counts on Broadway Avenue are not available. Based on the Circulation Element of the Siskiyou County General Plan, Broadway Avenue would be classified as a local street (Siskiyou County 1997). The Circulation element does not provide LOS information for local streets. However, the 2016 Regional Transportation Plan (RTP) for Siskiyou County provides this information defined as a rural local road as shown in *Table 4.17-2* below. The Circulation Element states "The County should not accept a normal level of service of less than level C". Based on the A-E LOS classification system, it can be inferred that a LOS beyond 4,900 (Level D) would be unacceptable for a Rural Local Road (Siskiyou County 2016).

Table 4.17-2. Maximum Daily Volume Thresholds for Roadways

Classification	Level of Service Threshold				
	A	B	C	D	E
Rural Local Road	600	2,000	3,500	4,900	5,500

Source: Siskiyou County 2016

Transit Service

Siskiyou Transit and General Express (STAGE) is the County's public transit service provider. The STAGE office is located at 190 Greenhorn Road in Yreka. Busses run Monday through Friday from 6 a.m. to 9 p.m., except on County holidays. Routes are based on a fixed-route system. STAGE offers six different routes that serve the entire County. Specific departure and arrival times depend on the trip origin and destination. There are no bus stops near the Project site. The closest bus stop is located on North Mt. Shasta Boulevard approximately two miles south of the Project site (Siskiyou County 2019b).

⁴ Annual average daily traffic is the total traffic volume for the year divided by 365 days.

Pedestrian and Bicycle Facilities

The town of McCloud contains existing sidewalks to facilitate pedestrian access to the town center. As part of the Project, a portion of sidewalk is to be installed to allow for better access to the onsite convenience store; Reginatto's Snack Shop.

Caltrans Bike Guide outlines bicycle routes throughout District 2, which encompasses McCloud. A Caltrans route runs from 1-5 and along SR-89; passing immediately adjacent to the Project site (Caltrans 2008). The Circulation Element of the Siskiyou County General Plan has a goal to:

"Provide for a coordinated system between all modes of travel: Such as rail, air, bus, truck, private auto, bicycle, pedestrian, equestrian, and recreational facilities."

Bicyclists have the ability to utilize the streets in the town of McCloud, but a specific bicycle route has not been specified (Siskiyou County 1988).

4.17.2 Transportation (XVII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Siskiyou County General Plan Circulation Element, and the 2016 Siskiyou County RTP provide guidance in the County for existing and future transportation facilities. There are existing sidewalks for pedestrian use and roadways accessible for bicyclists adjacent to the site. The Proposed Project includes the installation of an onsite sidewalk for convenience store access. The construction and operation phases of the Project would be contained within the Project site and subsequently would not interfere with the use of sidewalks, bike lanes, roadways, or public transit. The Proposed Project would not conflict with any program, plan, ordinance, or policy addressing the circulation system in any of these documents. The Project would have **no impact** in this area.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

"Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor⁵ should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact."

However, Section 15064.3(b)(3) allows an agency to determine a project's transportation impact on a qualitative basis if a VMT methodology is unavailable, as is the case with the Proposed Project.

Section 15064.3(b)(3) is as follows:

"Qualitative Analysis. If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate."

Additionally, Section 15064.3(c) allows an agency to use the VMT methodology immediately or defer until July 1, 2020, when the VMT methodology is required of all agencies in the State. Section 15064.3(c) is as follows:

"The provisions of this section shall apply prospectively as described in section 15007. A lead agency may elect to be governed by the provisions of this section immediately. Beginning on July 1, 2020, the provisions of this section shall apply statewide."

Because the County does not have an adopted VMT methodology at this time, for the Proposed Project, the County chooses to defer to the existing LOS methodology to determine the Project's impact to County roadways.

The number of vehicle trips from the Proposed Project is based on the number of employees and vehicles that would use the site as discussed in *Section 2.0 Project Description*. Construction of the Proposed Project is estimated to result in a daily maximum of 10 trips⁶ (counting to and from the site) over a three-month period while the Project is being constructed. This would result in 10 new vehicle trips on Broadway Avenue in the 7:00 a.m. to 5:00 p.m. time period for an average of one construction vehicle per hour. The number of heavy construction vehicle trips will be greatly reduced when the Project is completed.

As discussed previously, Broadway Avenue does not have any recorded traffic counts. However, based on the information provided in the General plan, an unacceptable LOS for this roadway would be below 3,500

⁵ "High-quality transit corridor" means an existing corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. For the purposes of this Appendix, an "existing stop along a high-quality transit corridor" may include a planned and funded stop that is included in an adopted regional transportation improvement program.

⁶ A maximum of 1 grader, 58 tractors/loaders/backhoes, 2 concrete/industrial straw, 2 rubber-tired dozers, 2 forklifts, 1 crane, 1 cement mixer, 1 paver, 1 roller, 1 air compressor.

trips (LOS C) or more than 4,900 trips (LOS D) (Siskiyou County 2016). Generally, access to the Project site for employees and trucks would be from I-5 via CA-89 /Volcanic Legacy Scenic Byway (offramps to SR-89). According to Caltrans (2017), the number of vehicle trips exiting the I-5 at the Abram Lake Road interchange averages 340 AADT. While no traffic counts are available for Broadway Avenue, traffic on this roadway is moderate because of the limited amount of developed commercial and residential uses in the town of McCloud accessible by Broadway Avenue. Broadway Avenue is the major access road for McCloud Market and McCloud High School, the two largest producers of vehicle trips aside from residential uses. According to the ITE Trip Generation Handbook, during the operational phase, the Project is expected to generate 1,348.48 trips to the fueling station per day. This estimate is conservative, and it is likely that the Project, because of its location in a small rural town on a rural state highway, would generate less trips than those estimated by the ITE. Additionally, the vast majority of these trips are pass-by trips meaning that the trips stop at the gas station on their way to someplace else. Therefore, the proposed gas station project does not generate a substantial number of new trips. Therefore, the Proposed Project would have a **less than significant** impact in this area.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
c) Substantially increase hazards due to a geometric 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"/>

No modifications to roadway features are proposed as part of the Project. The Project would construct new fueling stations and fuel storage tanks in an existing paved space located adjacent to a convenience store. Therefore, the Project would have a **no impact** in this area.

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

The Project site can be quickly accessed from Broadway Avenue and is located between the SR-89/ Broadway Avenue and West Minnesota Avenue/Broadway Avenue intersections. The Project will not obstruct emergency access roadways. Therefore, the Project would have a less than **no impact** regarding emergency access.

4.17.3 Mitigation Measures

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

4.18 Tribal Cultural Resources

4.18.1 Environmental Setting

For the purposes of this analysis, the background information regarding the cultural resources of McCloud, California is derived from the cultural resources inventory performed in 2017 by ECORP for the proposed McCloud Artesian Water Plant Water Bottling Facility Project. The tribal cultural history included in the report applies to the region that both the proposed McCloud Artesian Water Plant Water Bottling Facility Project and the Proposed Project are located. The Project site is currently developed and is not known to contain tribal cultural resources.

Ethnography

Prior to the arrival of Euro-Americans in the region, indigenous groups speaking more than 100 different languages and occupying a variety of ecological settings inhabited California. California's indigenous groups are unique and thus are classified as belonging to the California culture area. California has been divided into four subculture areas: Northwestern, Northeastern, Southern, and Central.

Okwanuchu

The Project is located in a region occupied by the Okwanuchu, one of six northern California tribal groups included in the term "Shastan" groups, whose languages are of the Hokan stock. The other groups are Konomihu, Okwanuchu, New River Shasta, Achumawi, and Atsugewi; however, subsequent linguistic studies refined the Shastan groups to not include the Achumawi and Atsugewi, and only Shasta, Konomihu, Okwanuchu, and New River Shasta are considered part of this regional Hokan language group. However, little is known about the cultural relationships between these groups.

These groups were divided based on territory. The Project Area encompasses the Okwanuchu division, who occupied the area south of Mount Shasta in Siskiyou County along Squaw Valley Creek and the upper reaches of the Sacramento River. This is just southeast of the California Shasta group, who occupied most of the Klamath and Shasta River Basins in California and the Rouge River in Oregon.

The Shasta family was the basic social unit, and many villages consisted of only one family, bilateral with a patrilineal bias. Each of the large villages had a headman who preserved peace and settled intergroup disputes.

Each village had well-recognized family territories to which they laid claim, such as privately-owned fishing territories. These territories could be shared for a price, such as relinquishing a percentage of the fish caught in the territory. These land rights were inherited in the male line and use of them were restricted upon death.

During the winter, Shasta families lived in rectangular dwellings, and in the spring they moved into brush shelters. In the fall during acorn season they used single-family bark dwellings. They were also known to occupy multi-family conical houses throughout the year. All dwelling structures were built to face the water. Furnishings were tule pillows and wooden stools, with bedding made of animal skin blankets or imported buffalo hide. Large villages had assembly houses located their center. It was dirt-covered and

conical, with a nearly flat roof, split-board sidewalls, one ridge pole, and a center post. It was used for multiple purposes, including housing visitors, general gatherings, and a sweathouse. The Shasta had another type of sweathouse, which was dome-shaped, made of willow poles, and pine back slabs and skins, with an eastern-facing opening. It was family property and used by both men and women. There was also a menstrual hut, built by women, on the west side of a village.

Shasta territory had rich food resources, and the meat diet included such fare as deer meat, bear, small mammals, salmon, trout, eels, and turtles, mussels and crickets. Vegetal staples included nuts, seeds, bulbs, roots, greens, berries, and other fruits. Milkweed was used for chewing gum and manzanita berries were made into a cider drink. Men hunted and fished, while women gathered seeds, nuts, bulbs, and fish in baskets. They both shared acorn and pine nut gathering. The Shasta used various hunting methods, including tracking, smoking out, pitfall, deadfalls, and baskets traps. Shasta managed their land and crops with controlled burning, especially for better wild seed and tobacco crops. The Shasta generally ate two meals a day; everyone had their own eating basket and men were served before women if there was a crowd.

The Shasta people were known to have both conflict and friendly relationships with neighboring groups. Different groups, primarily the Shasta Valley and Scott Valley peoples, brought their regional foods to each other, but also raided each other's villages at times. The Modoc also conducted annual raids into Shasta territory, and the Shasta and other Klamath River groups banded together to fight them. This was the closest the Shasta came to organized warfare. The Shasta traded with the Karuk, Hupa, and Yurok regularly, and obtained obsidian from the Achumawi. They traded buckskin, dentalia, and obsidian for acorns and dried fish from the coast. The Shasta annually took goods down the Klamath River to trade with the Karuk when the Karuk held the White Deerskin Dance.

They participated in the Ghost Dance, knowledge of which was brought to the Shastan people by the Modoc in the 1870s. Several other cults were also practiced; they learned of the Earth Lodge cult from the McCloud River Wintu to the south, and the Big Head Cult from the Trinity River Wintu.

It is estimated that the Okwanuchu population of Shastan group consisted of no more than 200 to 300 people in the late nineteenth century; none were living by 1918 (ECORP 2017).

Tribal Consultation

AB 52 requires that prior to the release of a CEQA document for a project, an agency begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project if: (1) the California Native American tribe requested, in writing, to be informed by the lead agency through formal notification of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe and (2) the California Native American tribe responds, in writing, within 30 days of receipt of the formal notification, and requests the consultation.

Siskiyou County sent notice to Karuk Tribe, Winemem Wintu Tribe, Torres Martinez Band of Desert Cahuilla Indians about the Project. The County did not receive any consultation request from the Shasta Tribe. None of the tribes provided comments on the Proposed Project.

4.18.2 Tribal Cultural Resources (XVIII) Environmental Checklist and Discussion

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

No known cultural resources or significant archaeological resources have been identified within the Project Area. The site has not been identified as either a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American tribe. Furthermore, as mentioned previously, the Project site is currently developed for commercial use and thus has already been disturbed for construction purposes previously.

However, unanticipated, and accidental discovery of California Native American tribal cultural resources are possible during project implementation, especially during excavation and grading, and has the potential to impact unique cultural resources. As such, mitigation measure **CUL-1** has been included to reduce the potential for impacts to tribal cultural resources to a **less than significant level**.

4.18.3 Mitigation Measures

Implement mitigation measure **CUL-1** (Section 4.5.2).

4.19 Utilities and Service Systems

4.19.1 Environmental Setting

Water Service

The Project would obtain water through the McCloud CSD. The domestic water is supplied by natural springs. The McCloud water delivery system requires no pumps, as the water flows naturally from the springs to elevated storage tanks. The water is supplied by 728 unmetered service collections to the approximately 1,000-person population of McCloud (McCloud CSD 2018).

Wastewater

The Project site wastewater would be managed by the McCloud CSD septic system (McCloud Chamber of Commerce 2018). The Project itself would not be a source of additional wastewater as no new wastewater facilities are proposed as a part of the Project. The adjacent Reginatto's Snack Shack will continue to produce wastewater in a similar capacity to current levels.

Storm Drainage

The Project is located in an area that is primarily covered with asphalt, cement and gravel. Stormwater runoff would be managed through existing street-side gutters and natural drainages and an additional curb and gutter to be constructed along the site frontage.

Solid Waste

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

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

Destination Facility	Solid Waste Disposal (tons/year)			Landfill Information		
	2015	2016	2017	Remaining Capacity (cubic yards)	Remaining Capacity Date	Cease Operation Date
Altamont Landfill	-	-	3.69	65,400,000	12/31/2014	1/1/2025
Anderson Landfill Inc.	72.42	262.09	149.61	7,184,701	3/1/2017	12/1/2023
Forward Landfill Inc.	5.60	10.81	-	22,100,000	12/3/2012	1/1/2020
McKittrick Waste Treatment	-	-	15.78	769,790	4/5/2012	12/31/2059
Potrero Hills Landfill	7.9	2.91	22.87	13,872,000	1/1/2006	2/14/2048
Recology Hay Road	5.33	18.18	67.36	30,433,000	7/28/2010	1/1/2077
Recology Ostrom Road LF Inc.	5.75	1.00	-	39,223,000	6/1/2007	12/31/2066
West Central Landfill	4.15	40.38	46.17	22,100,000	12/31/2012	1/1/2020
Exported to Oregon	35,204.56	37,090.34	40,264.40	N/A	N/A	N/A

**Draft Initial Study and Mitigated Negative Declaration
Reginatto's Gas Station (V1901 and UP1903) Project**

Destination Facility	Solid Waste Disposal (tons/year)			Landfill Information		
	2015	2016	2017	Remaining Capacity (cubic yards)	Remaining Capacity Date	Cease Operation Date
Yearly Total	35,305.71	37,425.70	40,569.88			
Average per Resident (lbs/day)	4.3	4.6	N/A			
Average per Employee (lbs/day)	15.4	15.8	N/A			

Source: CalRecycle 2019a, 2019b, and 2019c

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

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Water

The Project itself is an expansion of existing use to allow for the installation of a car fueling station adjacent to the existing Reginatto's Snack Shop. Thus, the new fueling station would not connect to the public water infrastructure as such services would not be necessary for the Project operation. The adjacent Reginatto's Snack Shop would continue to provide restrooms.

During the three-month construction phase, the Project would require the use of water for various construction and erosion control elements. However, the water use for construction would be temporary and not significant enough to require the expansion of water facilities. Therefore, the Project would have a **less than significant** impact in this area.

Wastewater

The Project would result in minimal waste water production during the construction. Construction employees would be supplied with outhouses and subsequently would not require use of the Reginatto's Snack Shop bathroom facilities.

During the operational phases, there would be a slight increase in wastewater production. This would primarily be due to the addition of three new employees and the attraction of additional customers to the Project site whom may utilize the restroom on site.

During both the construction and operational phases, the increase in wastewater production would be minimal and would not result in a need for expanded wastewater facilities. Therefore, the Project would have a **less than significant** impact in this area.

Storm Drainage

Implementation of the Proposed Project would not significantly increase the amount of impervious surface on the Project site. The Project site is currently both paved and covered with compact gravel in its entirety. The Project would not directly contribute to a significant amount of stormwater runoff as compared to the existing conditions at the site. A basic street gutter and drainage system exists onsite or within the adjacent roadways. The Project plan also includes a new curb and gutter along the site frontage. Therefore, the Project would have a **less than significant** impact in this area.

Electric Power

The Project would be served by Pacific Power. However, no new Pacific Power facilities will be required to provide electricity to the Project. Therefore, the Project would have **no impact** in this area.

Natural Gas

There are no natural gas facilities in that area. The Project would not be served by natural gas. There would be **no impact** to natural gas facilities as a result of implementation of the Project.

Telecommunications

Telecommunication will be through existing company and personal cell phones. No new telecommunication facilities will be required to serve the Project. There would be **no impact** on telecommunications.

The Project would have an overall **less than significant** impact in this area.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The McCloud CSD supplies water to the town of McCloud. During the three-month construction phase, the use of water will be intermittently necessary for various purposes. The Project itself would not involve the direct use of water during the operational phase. The addition of the fueling stations and gasoline storage tanks would not require additional connections to a public water treatment facility or public water infrastructure. Therefore, the Project would have a **less than significant** impact in this area.

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

The expansion of use to install a fueling station adjacent to the existing Reginatto's Snack Shop would not require connections to a public wastewater treatment facility. The Project does not require septic services beyond those currently supplied to the convenience store. Therefore, the Project would have **no impact** in this area.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

According to CalRecycle (2019c), the estimated solid waste generation rates for employees is 15.4 pounds per employee per day. The existing Reginatto's Snack Shack has seven employees. Ten employees total will be needed to service the Reginatto's Snack Shack and Gas Station upon completion of the Project. Based on the projected three employees needed to operate and maintain the Proposed Project, the Project would produce approximately 46.2 pounds per day (lbs/day) during the operational phase. Based on the proposed seven day per week operational schedule, the Project would generate approximately 16,863 pounds annually during the operational phase.⁷

It is estimated that the construction phase will take three months and will require four to five employees per day. Assuming a five day work week schedule, with a maximum of five employees for a duration of three months, the Project would generate 77.0 lbs/day of solid waste (assuming 20 work days per month). This equates to 4,620 lbs of solid waste produced from the three-month construction period.⁸

As shown in *Table 4.19-1*, the County exports approximately 99 percent of its solid waste disposal to Oregon. The Proposed Project's solid waste production of 21,483 pounds in the first year represents a 0.027 percent increase in the exported solid waste.⁹ The subsequent years would be less as construction solid waste would cease upon completion of construction.

⁷ (15.4 lbs/day/worker * 3 workers) * 365 days = 16,863 pounds per year.

⁸ (15.4 lbs/day/worker * 5 workers) * 60 days = 4,620 pounds per year.

⁹ (21,438 lbs/yr)/(81,139,760 lbs/yr) = 0.027%

As such, the Proposed Project would not substantially increase solid waste exported by the County. All solid waste companies exporting solid waste from the County to Oregon are under contract with the various landfills in Oregon. If at such time these landfills determine that there is insufficient capacity to accommodate the amounts of waste coming from Siskiyou County, then additionally facilities will need to be found. However, the minor amount of solid waste that would be generated by the Proposed Project would not result in a determination of insufficient capacity. As such, the Project would have a **less than significant impact** in this area.

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e)	Comply with federal, state, and local statutes and management and reduction regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Proposed Project is required to comply with all state and federal statutes regarding solid waste. The Project would have **no impact** in this area.

4.19.3 Mitigation Measures

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

4.20 Wildfire

4.20.1 Environmental Setting

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

CAL FIRE has designated the Project site as being within an area that has moderate fire hazard in a State Responsibility Area (CAL FIRE 2007).

4.20.2 Wildfire (XX) Environmental Checklist and Discussion

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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The Project involves an expansion of existing use to allow for the construction of a fueling station and gasoline storage tanks adjacent to an existing convenience store. Neither the Project construction nor operation would occur within a roadway used as a part of an adopted emergency response plan or emergency evacuation plan. The Project would have **no impact** in this area.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The Project site is located in a moderate fire hazard severity zone (CAL FIRE 2007). However, the Project site is in an urbanized area and thus is not highly susceptible to wildfire. Further, the Project site is not located on a steep slope and has been graded to be level for the existing convenience store and storage building. Further, the Project must follow 2016 California Fire Code standards to maximize fire safety (CBSC 2016b). Thus, the Project would have a **less than significant** impact in this area.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The Proposed Project would be developed on a property adjacent to an existing paved road and no new roads would be required to access the Project site. Domestic water supply would be provided by the McCloud CSD, which derives water from the Upper Sacramento, McCloud, and Lower Pit River (USR) water supply. The wastewater would be managed by the McCloud CSD septic system (McCloud Chamber of Commerce 2018). The installation and maintenance of the Project infrastructure would not exacerbate the potential for causing a wildfire.

Electrical power would be provided by Pacific Power, which has existing powerlines in the area. The Project will include electrical upgrades as necessary. Should the Project necessitate any new electrical transmission lines to be constructed to provide power to the Project, the transmission lines would be required to adhere to the latest requirements for these types of uses including those implemented to reduce the potential for causing a fire. The following is a list of requirements implemented to reduce the potential for causing a fire from electrical transmission lines by the State of California.

- General Order 95, issued by the California Public Utilities Commission (CPUC), requires a year-round clearance below power lines of a minimum 18 inches. New fire safety regulations require a minimum clearance of four feet year-round for high-voltage power lines in the CPUC-designated High Fire-Threat Districts.
- PRC Section 4292 is administered by CAL FIRE. It requires that electrical utility companies maintain a firebreak of at least 10 feet in radius of a utility pole, with tree limbs within the 10-foot radius of the pole being removed up to eight feet above ground. From eight feet to conductor height requires removal of dead, diseased or dying limbs and foliage. This applies in the State Responsibility Area during designated fire season.
- PRC Section 4293, also administered by CAL FIRE, requires a four-foot minimum clearance be maintained for power lines between 2,400 and 72,000 volts, and a 10-foot clearance for conductors 115,000 volts and above. PRC 4293 also requires the removal of dead, diseased, defective and dying trees that could fall into the lines. This applies in the State Responsibility Area during designated fire season.
- Following the Governor's January 2014 Drought State of Emergency Proclamation, the CPUC issued Resolution ESRB-4. The resolution directs utilities to take practicable measures necessary to reduce the likelihood of fires. Those measures include increasing vegetation inspections; removing hazardous, dead and sick trees and other vegetation near electric power lines and poles; sharing resources with CAL FIRE to staff lookouts adjacent to the utilities' property; and clearing access roads under power lines for fire truck access.

Implementation of those requirements identified above would reduce the potential for wildfire caused from new electrical transmission lines serving the Project to a less than significant impact.

The Project would have a **less than significant** impact in this area.

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

No recent wildfires have occurred within the Project Area. The closet wildfire to occur within the past year was the Hirz Fire, which burned 14 miles from McCloud in August 2018 (CAL FIRE 2019). The Project site and surrounding area is relatively level, very sparsely vegetated, and has not recently been exposed to wildfire. Landslides or slope instability would not occur due to the level ground at the Project site and the stability of the soil (NRCS 2019).

No rivers, creeks or streams exist on or in the area of the Project. While the Project site is within an area marked by undulating slopes, the central town of McCloud is generally level. If a future wildfire were to

occur in the area, because of no natural waterways or steep slopes in the area or on the Project site, the potential for flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes would be **less than significant**.

4.20.3 Mitigation Measures

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

4.21 Mandatory Findings of Significance

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

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

As discussed in *Sections 4.4 Biological Resources* and *4.5 Cultural Resources*, the Proposed Project would not impact biological resources but does have the potential to impact cultural resources. However, with implementation of the mitigation measure **CUL-1** proposed in the relevant section of this Initial Study, these potential impacts would be reduced to a level that is considered **less than significant**.

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

Implementation of the Proposed Project, in conjunction with other approved or pending projects in the region, has the potential to result in cumulatively considerable impacts to the physical environment. However, with implementation of mitigation measures proposed in the relevant subsections of this Initial Study, these potential impacts would be reduced to a level that is considered **less than significant**.

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Does the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c)	Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Direct and indirect impacts to human beings would be **less than significant** with the implementation of mitigation measures listed in this Initial Study.

SECTION 5.0 LIST OF PREPARERS

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