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## 3.0 PROJECT DESCRIPTION

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### 3.1 PROJECT LOCATION AND REGIONAL SETTING

The project is located in northeastern Shasta County, at 24339 Highway 89 North. The project site is east of and adjacent to State Route (SR) 89, approximately 3.7 miles north of the junction with SR 299 East. The nearest community is Johnson Park, approximately 5 miles south of the project site. The community of Burney is located southwest of Johnson Park, approximately 7 miles south of the project site. The eastern boundary of McArthur Burney Falls Memorial State Park is located approximately 1.1 miles northwest of the project site, and Lake Britton is approximately 3 miles north. The Pacific Crest National Scenic Trail is located approximately 0.7 miles northeast of the project site. SR 89 is the main access road to the project site.

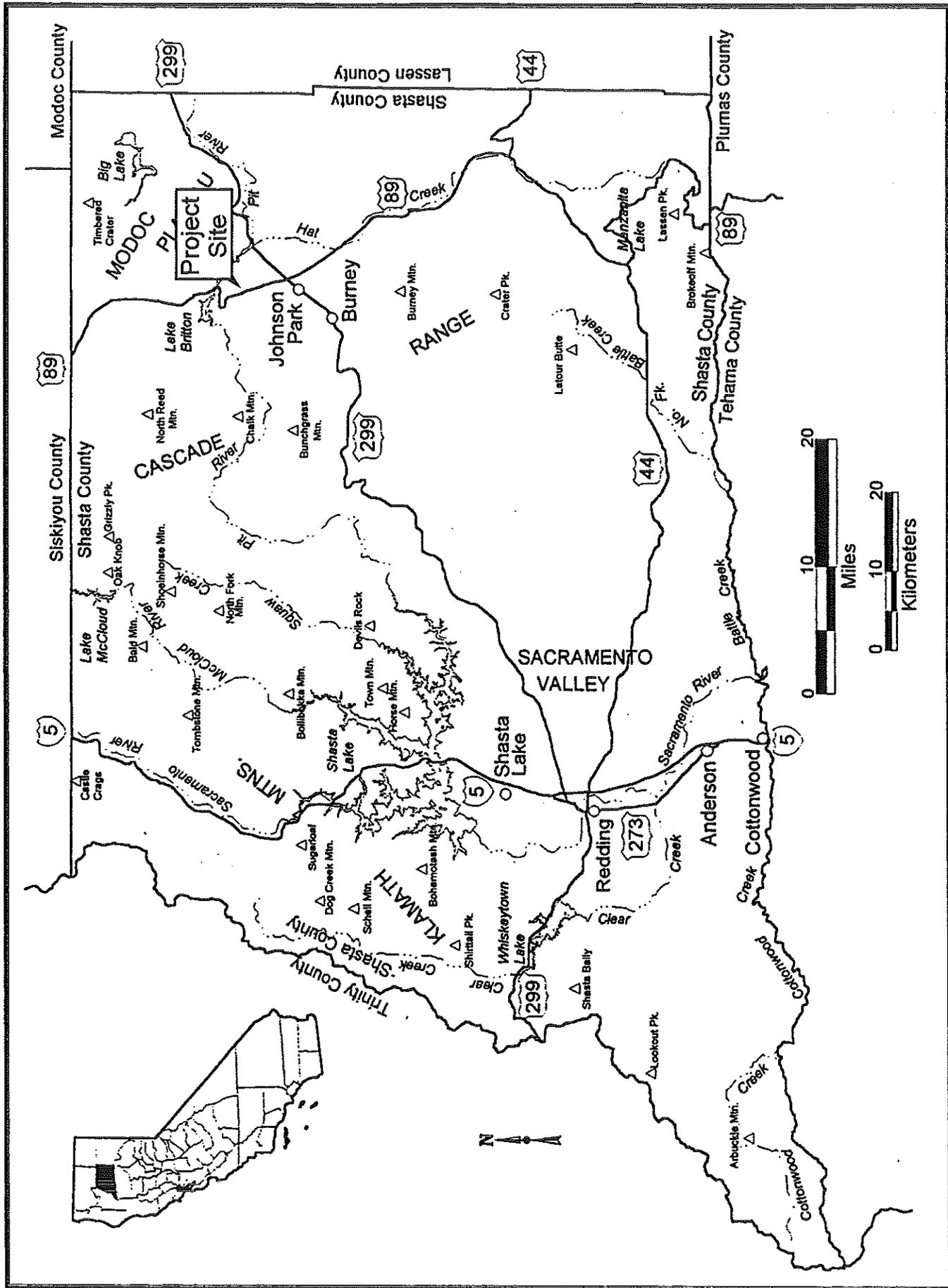
**Figure 3-1** depicts the location of the project site in relation to the northeastern Shasta County region. The region represents the southern terminus of the Cascade mountain range. The terrain is predominantly mountainous, with meadows and valleys interspersed throughout. Much of the region is forested, with a significant amount of forest land administered by the U.S. Forest Service. The Pit River is the principal stream in the region, flowing approximately 3 miles north of the project site. Another significant stream, Burney Creek, is located approximately 1 mile west of the site. Burney Falls, located northwest of the project site, is another major water feature. Several small communities are scattered throughout northeastern Shasta County, but the area overall has a sparse population. Timber has historically been the main industry in the region, but recreation and tourism have become more significant in recent years.

### 3.2 SITE DESCRIPTION

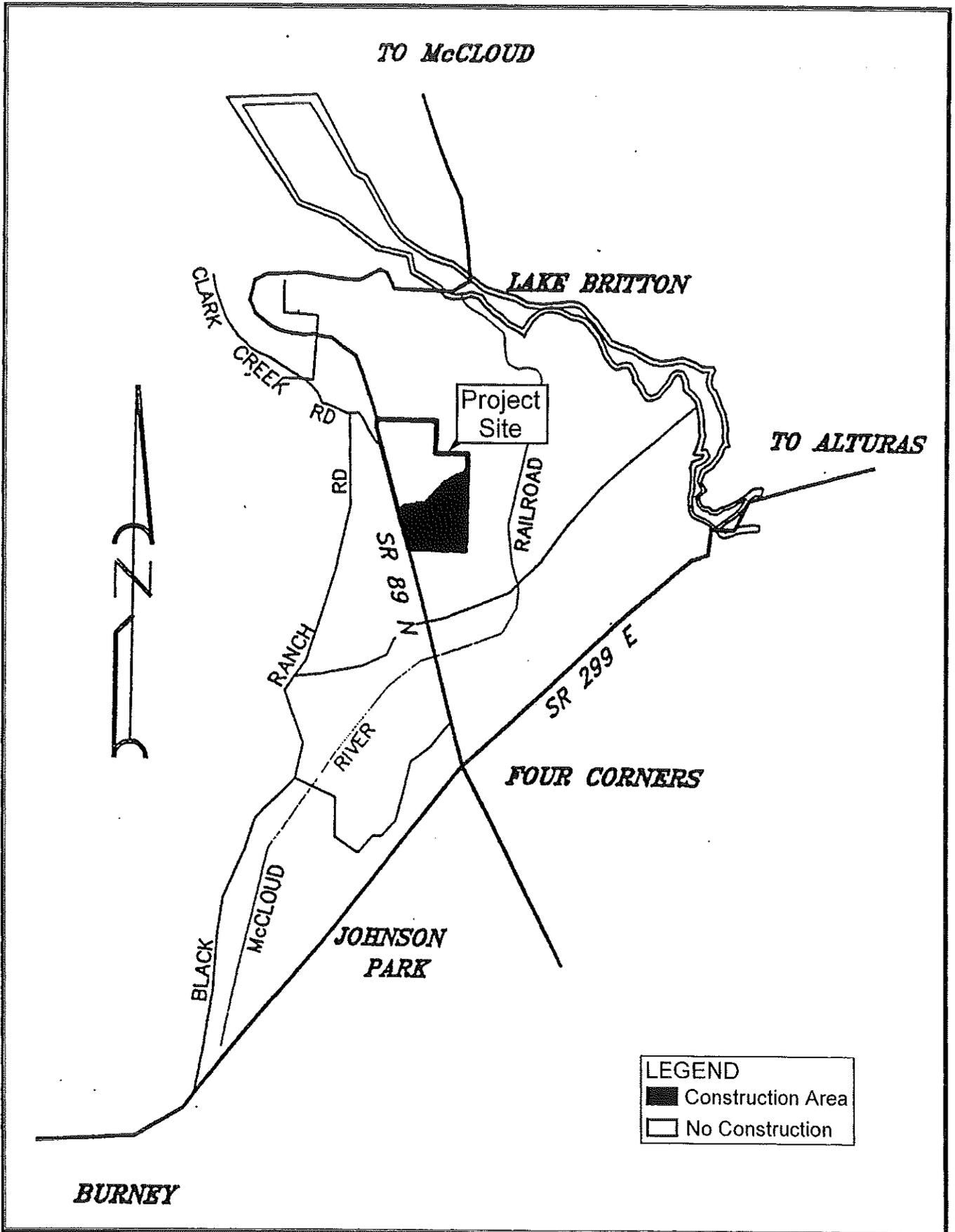
The project site is located on a parcel of land 342.89 acres in size, Shasta County Assessors Parcel Number (APN) 023-250-14. The project would use 109.46 acres of the parcel. The parcel has approximately 5,000 feet of frontage on the eastern side of SR 89. Most of the proposed project activities are located in the southeastern portion of the parcel. **Figure 3-2** depicts the project boundary and the surrounding area.

The parcel is divided into two levels. The lower level, on which the majority of the project site is located, has been mostly cleared of vegetation and graded level for previous industrial uses. The upper level is approximately 80 feet above the lower level and is a lava plateau covered with ponderosa pine forest. There is a steep face of broken lava rock between the two levels. An earthquake fault line runs along the base of the slope that separates the upper and lower levels.

The project site was originally developed in 1955 by the Lorenz Company as a large sawmill, with a planer, log ponds and log storage areas. Also constructed was a shop that maintained equipment. The mill processed logs and later produced construction materials. In 1962, Farley and Loetscher constructed a plywood plant on the site. The sawmill was later owned and operated by the Fibreboard Corporation, Louisiana Pacific Corporation, and Fibreboard again before it finally closed in 1989. The plywood plant had moved four years earlier.



**FIGURE 3-1**  
REGIONAL LOCATION



### **3.0 PROJECT DESCRIPTION**

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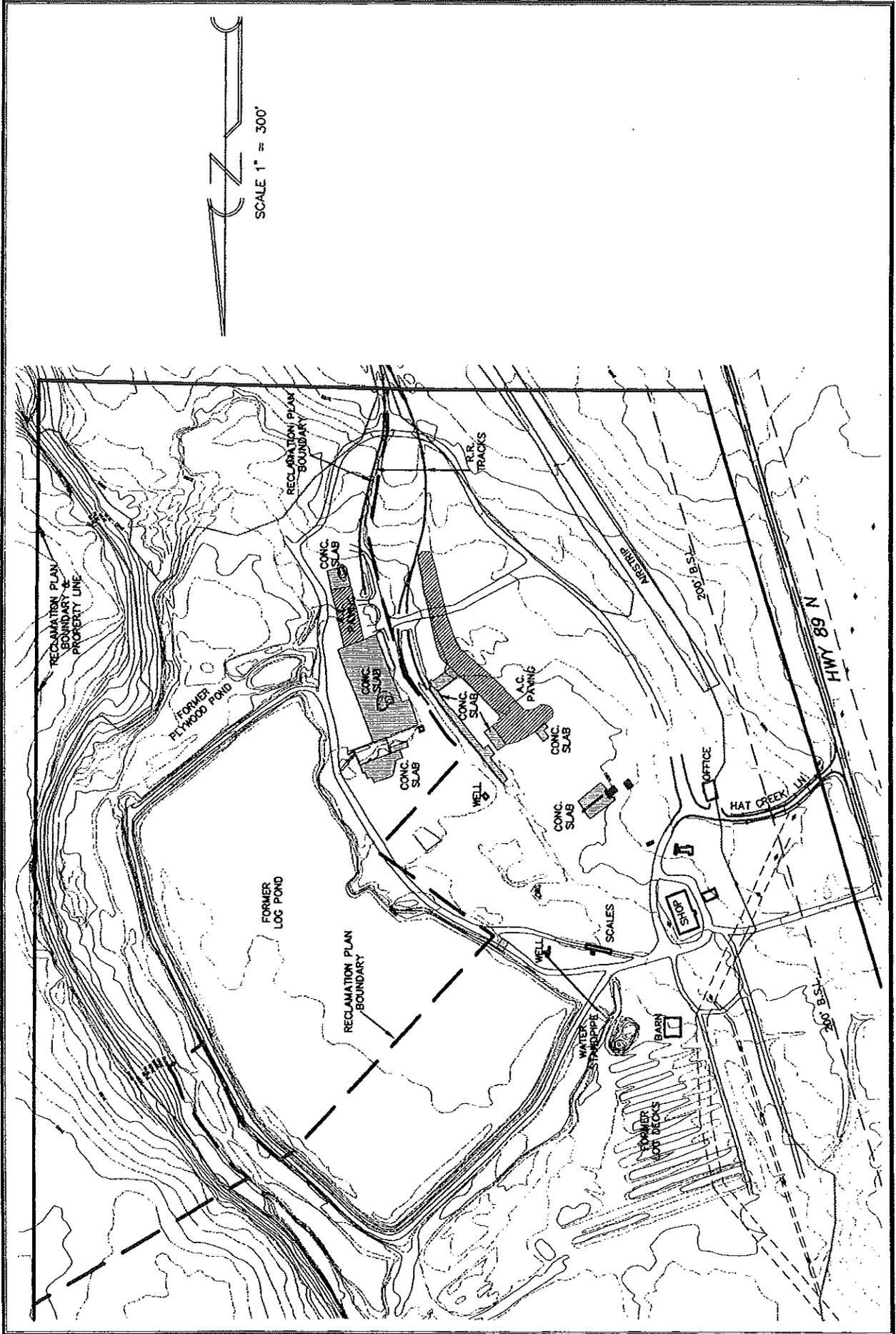
Most of the lumber mill buildings were removed. However, several remain on the site, including an office building and a heavy equipment repair building. There are also two railroad spurs and a private airstrip. Currently, the site is owned by Hat Creek Construction, Incorporated, who is the project applicant. Information provided by Hat Creek Construction indicates that existing land uses on the project site include the following:

- Contracting business
- Office for onsite users
- Contractor's yard
- Truck and equipment repair shop
- Private airstrip
- Night watchman's quarters
- Fueling station
- Logging company yard
- Log storage areas
- Lumber storage
- Wood chipper
- Scale shack and scales
- Railroad spur

Some of the existing uses on the site are permitted outright in the M (Industrial) zoning district, while others are permitted under use permits previously approved by the County. They are part of the baseline setting used for the analysis conducted within this document, and are not evaluated as part of the EIR.

Hat Creek Construction has indicated that the logging company yard, operated by Fletcher Forest Products, will remain on the site for at least three more years and possibly beyond. **Figure 3-3** depicts current land uses on the project site. **Figure 3-4** provides an aerial photograph of the site, which includes the proposed location of project features, the proposed rezone boundary and the reclamation plan boundary.

There are no streams or ponds of significant size on the project site. However, three shallow depressions east and south of the former log pond have been identified as wetlands by a 1999 wetland delineation conducted on June 28, 1999. Two of these depressions still contained standing water at the time of the delineation. No endangered or threatened species have been identified on the site. In 1996, the California Department of Fish and Game recommended that a site survey be conducted, noting the potential for vernal pools and slender Orcutt grass to exist on the site. A survey conducted that same year by North State Resources did not find either of these biological resources. Because of the previous industrial use, the Initial Study for the project considered the wildlife value of the site to be relatively poor. More information on the biological resources of the project site is available in Section 4.4, Biological Resources, and in Appendix D of this document.



**FIGURE 3-3**  
SITE MAP WITH CURRENT LAND USES



**LEGEND**

- RECLAMATION PLAN BOUNDARY
- RETENTION BASINS
- DIKES
- PHASES OF QUARRY OPERATION
- PROPOSED LOCATION OF PLANTS
- PROPOSED CM ZONE
- PROPOSED USES IN CM ZONE



- 1 SOIL STOCKPILE
- 2 OVERBURDEN STOCKPILE
- 3 SURGE PILE
- 4 CRUSHER, SCREEN & WASH PLANT / 10,000 GALLON FUEL TANK
- 5 PLANT STOCKPILES
- 6 ASPHALT PLANT
- 7 CONCRETE BATCH PLANT
- 8 410' L X 50' W 10' H BERM REVEG. W/ PINES
- 9 STAGING AND STOCKPILES
- 10 BASIN NO. 1 21.37 AC.
- 11 BASIN NO. 2 9.03 AC.
- 12 EXISTING VEGETATION
- 13 NON-DISTURBANCE AREA, 25' BUFFER AROUND POND
- 14 LANDSCAPE MATERIAL SALES AREA
- 15 TRUCK REPAIR SHOP

**FIGURE 3-4**  
PROJECT FEATURES

### **3.0 PROJECT DESCRIPTION**

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#### **SURROUNDING USES**

Most of the area east and south of the project site is forest land, with no structures constructed in these areas. A strip of varying width containing pine trees is located along the western boundary of the parcel where the project is located. Immediately north of the project site is the Fletcher Forest Products operation and vacant land. The area immediately north of the project site is generally level and devoid of vegetation.

On the western side of SR 89, across from the project, the land is mostly forested, although a few dirt roads traverse this area. Approximately 0.5 miles northwest of the project site, as measured from the Hat Creek Construction entrance to the intersection with Clark Creek Road, is a residential and vacation home area along Clark Creek Road, which includes the Burney Falls Trailer Park (see **Figure 3-4**). A commercial building, now closed, is located along SR 89 adjacent to the northwestern corner of the parcel where the project site is located. McArthur Burney Falls Memorial State Park is approximately 1.3 miles to the northwest, as measured from the Hat Creek Construction entrance to the eastern boundary of the park where it intersects SR 89.

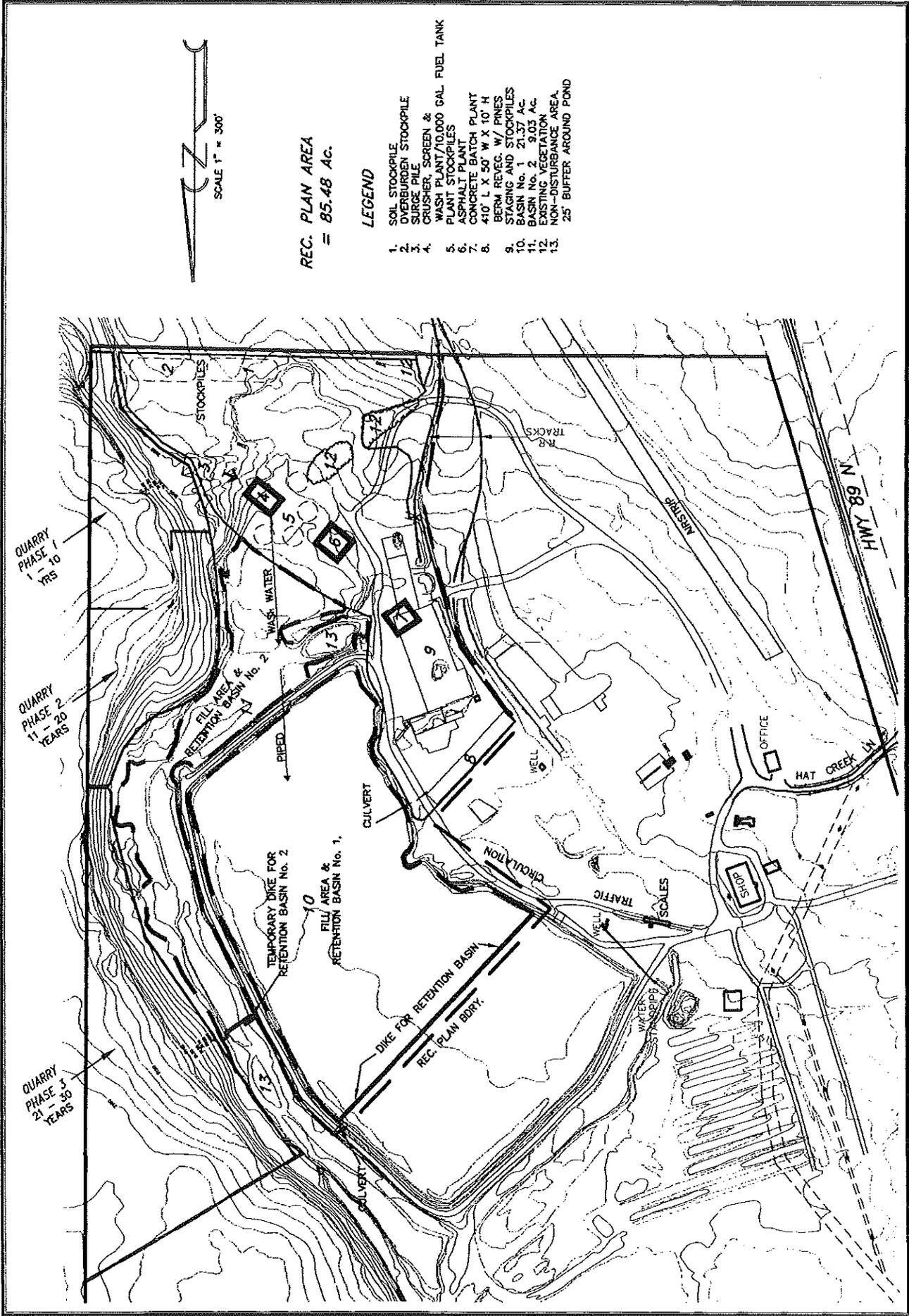
#### **3.3 PROJECT OBJECTIVES**

The project applicant, Hat Creek Construction, Inc., proposes to operate a rock quarry and to construct a crushing and screening operation, a concrete batch plant and an asphalt batch plant. The project applicant also proposes to establish a concrete trailer rental facility and a landscaping materials outdoor sales area, and a truck repair shop to repair vehicles owned by Hat Creek Construction. The purpose of the project overall is to serve an existing and future market demand for asphalt and aggregate materials. The project applicant indicates that the California Department of Transportation (Caltrans) plans to spend \$300 million in the Burney district over the next ten years on road improvement projects. While there are aggregate mine sites in northeastern Shasta County, there are no established asphalt plants. Also, project operations would include the recycling of concrete and asphalt.

#### **3.4 PROJECT CHARACTERISTICS**

The project applicant proposes to construct and operate a rock quarry, a crushing and screening operation, a concrete batch plant and an asphalt batch plant on 85.48 acres of a parcel approximately 343 acres in size. The project would include stockpile and staging areas, and retention basins. **Figure 3-5a** depicts these project features.

The project applicant also proposes to use an additional 23.98 acres of the parcel to establish a site for the rental of concrete trailers and for the sale of landscaping materials. A truck repair shop is also proposed. For these proposed operations, the project applicant proposes a rezoning of the required acreage of the parcel. **Figure 3-5b** provides a map of the project site depicting the proposed activity areas.



**FIGURE 3-5A**  
 SITE MAP WITH PROPOSED LAND USES  
 (QUARRY AND PLANTS)



**TABLE 3-1  
PROJECT ACREAGE**

| Project Feature   | Number of Acres |
|---|-----------------|
| Quarry  | 22.93           |
| Plants, truck staging and stockpile areas                     | 20.50           |
| Retention basins and fill areas                               | 31.84           |
| Commercial-Light Industrial zone (outdoor sales, repair shop) | 23.98*          |
| Miscellaneous (roads, buffer areas, railroad spurs etc.)      | 11.73           |
| <b>Total</b>  | <b>109.46</b>   |

\* Proposed projects located within this zone would occupy no greater than 6.64 acres.

**PROJECT FEATURES**

**Quarry**

The quarry is proposed to be located within the southeastern portion of the site. This location contains a volcanic basalt ledge that rises above the lower level of the parcel. The height of the bluff is approximately 80 feet.

The project proposes to excavate the ledge down to the lower level. A highwall would be created along the western face of the excavation, with a 1:1 slope. The average annual amount of usable material extracted would be 30,000 cubic yards. The maximum annual amount to be extracted is estimated to be 45,000 cubic yards, although this figure is speculative since a large construction project would be necessary to warrant this level of production.

A total of approximately 900,000 cubic yards of usable material would be produced during the projected 30-year operation of the quarry. **Table 3-2** shows the proposed uses and quantity of material to be produced annually by the quarry.

**TABLE 3-2  
AGGREGATE QUANTITIES AND USES**

| Type of Use  | Quantity (cubic yards) |
|--|------------------------|
| Crushed product (e.g., aggregate base, drain rock, asphalt concrete) | 20,000                 |
| Concrete aggregate   | 8,000                  |
| Riprap   | 2,000                  |
| <b>Total</b>   | <b>30,000</b>          |

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The quarry is proposed in three phases of 10 years each. The first phase would take place at the southeastern-most corner of the bluff. It would start on the western side of the ledge and proceed to the eastern property line. The second phase would take place on the adjacent rock north of the first phase site. During this phase, the northern face of the first phase site would be worked. The final phase would occur north of the second phase site. Work during this phase would occur in a south to north direction. **Figure 3-5a** illustrates the phasing plan and other aspects of the proposed quarry operation. Reclamation within each phase would proceed, where feasible, as the status of worked areas changes from operationally active to permanently idle.

The method of extraction would be removal of loose rock by caterpillar, loader and excavator with a breaker. A large amount of loose rock along the existing face of the ledge can be removed by these methods. A caterpillar would rip the rock where feasible. The remaining rock would be blasted, with a caterpillar pushing the loosened material to the processing area. The maximum number of blasts per year would be six. The procedure for blasting involves drilling of holes into which explosives would be placed.

The excavated material would be transported to three areas on site. One area would be used to stockpile large rock, which would be used as riprap. This rock would be sorted by size, using a loader or a grizzly-type screen. The second area would have a surge pile for crushing and screening of smaller material. The third area would be used for topsoil/overburden storage. **Figure 3-5a** depicts the location of these areas.

The proposed hours of operation for the quarry would be from 4:00 a.m. to 8:00 p.m., with the normal hours of operation from 7:00 a.m. to 5:00 p.m., Monday to Friday. Occasional work would occur on Saturdays. Extended hours would be required when a major project is being served.

#### **Crushing and Screening Operation**

The project proposes to install a portable crushing and screening operation. A loader would take material from the surge pile to the portable crushing and screening plant. The crushing and screening operation would reduce this material to a desired size. Jaw and cone crushers would be used for crushing, while a grizzly type screen would be used in the screening process. A wet screening method would be employed to wash the material. Three or four conveyors would transport the processed material to various stockpiles based upon size. A loader would move material from these stockpiles for use at the proposed concrete and asphalt plants. It should be noted that mainly concrete aggregate and drain rock would be washed in this process. Aggregate base, riprap, shoulder backing and asphalt aggregate would not be washed.

Much of the material that would be processed would come from the proposed quarry. However, other sources would be utilized as well. The Braden Sand Pit, located approximately 1.5 miles east of the project site, would supply sand for both the concrete batch plant and the asphalt plant. Some cement for the concrete batch plant would also be imported.

Estimates of the amount of sand and aggregate to be imported are provided in the concrete batch plant and asphalt plant portions of this section, as well as in Appendix B. In addition, the operation would process concrete and asphalt that is being recycled.

The estimated annual production of the operation is 30,000 cubic yards. Daily production would range from 300 to 1,500 cubic yards. The plant would operate from Monday to Saturday, from no earlier than 4:00 a.m. to no later than 8:00 p.m. However, material may be transported from the project site at times other than the permitted hours of operation, provided that the operator has a written contract with a public agency that requires that the material be transported during those hours, for public health and safety reasons. The plant would operate approximately 400 hours per year. The number of hours is based upon a processing material rate of 200 tons per hour and a rewash and rescreening rate of 50-75 tons per hour. The estimated amount of wash water that would be used is 50 gallons per cubic yard. It is estimated that approximately 900,000 gallons of water would be used per year for washing, since material such as riprap and shoulder backing would not be washed.

The plant would be run by a diesel generator. A 1150 kilowatt, Model 3512B generator by Caterpillar or a similar generator would be used. A diesel storage tank with a capacity of 10,000 gallons would be placed at the crushing and screening operation. The structure and placement of the tank would be in conformance with Federal, State and local hazardous material regulations, including spill containment provisions. To control fugitive dust from this operation, water sprayers would be installed where deemed necessary by the Shasta County Air Quality Management District (SCAQMD). Clean wash water would be provided by an onsite well. Wash water would be discharged into proposed retention basins, which are described later in this section.

Processed material would be used for a variety of purposes, including base rock, leach rock, aggregate for concrete and asphalt, and shoulder backing. Hat Creek Construction and independent contractors would use the products. Most of the trucks transporting material from the site would be dump trucks, transfers and bottom dumps. It is estimated that there would be 15 truck trips per day on average. The actual number of truck trips on a given day would vary from zero to over 60.

#### **Concrete Batch Plant**

The project proposes the construction and operation of a ready-mix concrete batch plant. The plant would be a permanent structure, consisting of the plant itself with a built-in silo, two additional silos for fly ash and/or cement, raw material bunkers, conveyors, and a storage shed for various concrete admixtures such as air entrainment and polar set. A hot water heater system would also be used, necessary because of the colder climate. A bag house would be used to control fugitive dust. The plant would run on electricity provided via connection to a power line.

The silos would store cement, sand and coarse concrete aggregate. Most of the coarse aggregate would come from the quarry on site, with the remainder to be supplied from a commercial source. Sand would be imported from the Braden Sand Pit. The cement would likewise be imported.

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The hours of operation of the batch plant would also be from 4:00 a.m. to 8:00 p.m., with average hours of operation from 6:00 a.m. to 3:00 p.m., Monday through Friday. Occasional work would be done on Saturdays. As with the crushing and screening operation, material may be transported from the project site at times other than the permitted hours of operation, provided that the operator has a written contract with a public agency that requires that the material be transported during those hours, for public health and safety reasons. While the plant could operate all year, it is expected that most plant activity would be during the summer months, when most construction activity occurs. The plant would operate as jobs demanding concrete occur.

The average annual output of the plant would be 8,000 cubic yards, with a maximum annual production of 25,000 cubic yards. To produce the average annual amount of concrete, the plant would require approximately 1,300 cubic yards of cement, 3,000 cubic yards of sand, and 3,700 cubic yards of coarse aggregate (see Appendix B). Mixed material would be loaded into cement trucks for transport to a job site. It is estimated that there would be 5 loads per day on average, with the maximum number of loads on a given day up to 20.

#### **Asphalt Plant**

A pug mill type asphalt plant is proposed by the project. The plant would normally operate only from April to October, due to market demand and the cold winter weather. The hours of operation would be from 4:00 a.m. to 8:00 p.m., with the average hours of operation from 6:00 a.m. to 5:00 p.m., Monday through Friday. Occasionally, production would occur on Saturdays. However, material may be transported from the project site at times other than the permitted hours of operation, provided that the operator has a written contract with a public agency that requires that the material be transported during those hours, for public health and safety reasons. The estimated annual production is 10,000 cubic yards, although the amount actually produced would vary based upon market demand, such as that from road maintenance agencies. As with the concrete batch plant, aggregate material would be supplied primarily from the quarry, but sand would be imported. It is estimated that approximately 800 cubic yards of sand would need to be imported to support normal annual production (see Appendix B).

Loaders would take aggregate material to aggregate bins, which can hold 150-200 tons of material. The primary source for the aggregate would be the proposed quarry. Some sand from the Braden Sand Pit would be used. Conveyors would transport this material to the plant's dryer, where the material is heated. The aggregate is then conveyed to the pug mill, a small batch mix facility, where it is mixed with heated asphalt oil. From the mill, the asphalt would be conveyed to heated silos or loaded directly into trucks, which would take the asphalt to a job site. Other features include scales and generators. For larger jobs, a move-in portable drum mix plant would be installed on the site. The maximum amount that could be produced by both the asphalt plant and the portable drum mix plant in a year would be 100,000 cubic yards. At this production level, aggregate would need to be imported to the site or stockpiled from previous years of quarrying. Also, an additional 7,200 cubic yards of sand would need to be imported (see Appendix B). For this analysis, the production of

100,000 cubic yards of asphalt is considered the “worst case” scenario for potential environmental impacts.

The plant would include a bag house to reduce plant emissions and a control building to run operations. The asphalt oil would be stored in three tanks, which can be heated and which have a capacity of approximately 20,000 gallons each. Not all three tanks would be filled during normal operations - the total capacity would be required only for a large paving project. A pipeline would convey the heated oil to the pug mill. The plant would run on natural gas provided via connection to a pipeline. Onsite fuel and materials storage would be subject to provisions of the Aboveground Petroleum Storage Act. The potential spillage of asphalt oil and other materials, along with measures to reduce or eliminate the impacts of spillage, are discussed in Section 4.6, Hazards and Hazardous Materials.

#### **Concrete Trailer Staging Area/Landscaping Material Sales**

The project applicant is requesting a use permit and a rezone of 23.98 acres in order to conduct two additional activities on the project site. The first is the rental of concrete trailers for small concrete projects. The customer would drive to the staging area, and the trailer would be hitched to the vehicle. The trailers would have a capacity to haul 1.25 cubic yards of concrete. An employee would mix the concrete for the trailers on site. Pre-mixed concrete in bags would be used in the mixing, and these bags would be stored in two container vans.

The second activity is the storage and sale of landscaping material. The types of material that would be sold would include sand, gravel, cinders, rock and bark - material that can be loaded into small vehicles such as pickups. Landscaping material would be kept in bins. The sides of the bins would be formed from stackable concrete blocks. A tractor with a bucket or a backhoe would load the material. Customers would primarily be local homeowners and businesses. Business hours for the landscaping sales area would be from 6:00 a.m. to 6:00 p.m., Monday through Saturday.

The site plan prepared by the project applicant indicates that the total area that would be used by both activities would be approximately 10,000 square feet. The trailer rental and landscaping operations would be in an area that would be rezoned from M (General Industrial) to C-M (Commercial-Light Industrial). **Figure 3-5b** shows the proposed C-M zone on the parcel. Access between the C-M area and the remainder of the project site would be controlled through the use of concrete bollards and fencing as appropriate. Signs would notify customers to stay out of the M zone. No new signs would be placed along SR 89 for these businesses. The number of parking spaces at this location would be 3, in accordance with the County Zoning Ordinance. There would be 1 or 2 employees at the site. These employees would work at both the trailer rental and the landscaping sales sites. All sale transactions would occur at the existing Hat Creek Construction office.

The C-M rezone is 23.98 acres in size because extra land was required to connect the proposed outdoor sales area to SR 89. For the outdoor sales area to be economically feasible, it needs to be

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located on an existing concrete slab, and the proposed site for the sales area is the nearest usable existing slab. While some of the proposed rezone area would not be usable due to a proposed building setback of 100 feet from SR 89, this still leaves a significant amount of land on which permitted activities within the C-M zone could be located. The placement of a Design Review (DR) designation on the proposed rezone area would allow the County to exercise greater control over potential future uses by requiring them to undergo a use permit process, which includes environmental review. For a more detailed discussion of this issue, please refer to Section 4.0, Environmental Setting, Impacts and Mitigation Measures.

#### **Truck Repair Shop**

The project applicant is requesting a use permit for a truck repair shop on the project site (see **Figure 3-5b**). The shop would be for the repair of vehicles owned by Hat Creek Construction. The shop would be in a metal building approximately 7,000 square feet in size and would contain four bays for repair work. There would be no office space in the building. The structure would have an earth-tone color, and it would be oriented in an east-west direction so that winter sunlight would warm the structure. This orientation would present the smallest side of the building to the view from SR 89, and doors to the repair bays would not be visible from the highway. The shop would be located adjacent to the offices of Hat Creek Construction, so personnel in the offices can supervise work at the shop.

The truck repair shop would be within the proposed C-M zone. The number of employees at the shop is expected to be 3. In accordance with the County Zoning Ordinance, the number of parking spaces would be 5. Driveways and parking for vehicles being repaired would be located adjacent to the building. There would be no storage of used tires or salvaged truck parts or bodies around the shop building. No additional signing would be proposed along SR 89 for this use.

#### **Other Project Features**

The project proposes two retention basins (see **Figures 3-4 and 3-5a**). These retention basins would retain all runoff from quarry and plant operations on the project site, and they would settle out all sediment entering the basins. The amount of storage of these basins is based upon a 100-year storm event. Retention Basin #1, located in a portion of the former log pond, would be 21.37 acres in size. It would receive runoff from the concrete slab areas to the west and wash water from the crushing and screening operation via pipeline. Retention Basin #2, 9.03 acres in size, would be located in an existing depression that is part of the former plywood pond. This basin would receive runoff from the quarry, plants, stockpiles and parking areas.

Due to the excess storage capacity of these basins, fill would be placed in them for the duration of the mining operation. Fill would be limited to a volume that does not infringe on the capacity of the basins to contain runoff from a 100-year storm. Once the mining operation has ceased, the remaining portions of the basins would be filled in to create usable industrial land. The fill would

consist mainly of reject material from the crushing and screening operation. The sites would be engineered fills so that they could be used for industrial purposes in the future.

Three buffer areas are proposed (see **Figure 3-5a**). The first is a 20-foot setback from the eastern and southern property lines within the reclamation plan boundary. The purpose of this buffer area is the retention of vegetation. However, some improvements would be made within this buffer area, including fencing, sediment and erosion control measures, removal of unsafe rocks, and possibly a road to patrol the site. The second is the retention of certain existing trees within the area of the reclamation plan, to create a partial separation of the northern and southern main activity areas in the plan. The third is an earthen berm proposed along the northwestern side of the reclamation plan area. This berm, approximately 410 feet long and 10 feet high, would partially screen the proposed plants and provide a noise barrier that would reduce noise reaching nearby residential areas.

#### **Reclamation Plan**

At the end of mining operations, the site would undergo reclamation. The reclamation area is shown in **Figure 3-5a**. Three separate areas would be reclaimed: the quarry; the plant, stockpile and staging area; and the retention basins. The eventual land use of most of the reclaimed areas would be industrial, which is consistent with the current County General Plan and zoning designations. The quarry floor would be reclaimed for future industrial use by placing one foot of soil, overburden and reject material from the crushing and screening operation over the floor at a relative compaction rate of 90 percent. Grass would be planted on the quarry floor to reduce erosion until the site is developed. The quarry face would not be planted or revegetated, since it is not naturally vegetated, and resoiling the slope could cause erosion. Instead, trees and shrubs would be planted at the toe of the slope. The planting area would have 24 inches of soil and overburden placed on it. It is recommended that topsoil removed during quarry operations be saved and eventually used in reclamation activities (see discussion of Impact 4.5.4 in Section 4.5, Geology and Soils). Any large rubble heaps would be removed or graded to match the finish elevations. Reclamation would begin at the end of each phase of the quarry operation.

For the plant, stockpile and staging areas, all improvements would be retained. Stockpiles would remain until depleted, after which the stockpiles area would be reclaimed. Revegetation would consist of seeding with grass those areas with the potential of erosion. As described earlier, the retention basins would be filled in so that they could be used for future industrial activities. Revegetation would consist of seeding with grass those areas with the potential of erosion. The existing pond south of the log pond site, which is considered a jurisdictional wetland under the criteria of the U.S. Army Corps of Engineers, would be retained as a non-disturbance area. This non-disturbance area would extend 25 feet away from the pond surface. The Reclamation Plan is available for public review at the Shasta County Department of Resource Management Planning Division, 1855 Placer Street, Suite 103 in Redding.

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#### **Project Infrastructure**

The project would be required to obtain a Caltrans encroachment permit to upgrade the existing driveway road approach to Caltrans' "Type C" standards. This would require a typical modified deceleration right turn lane (R-2) and a typical acceleration lane (X-6). Water for the project would be provided by existing wells on the site. Sewer service would be provided by septic systems. Pacific Gas and Electric Company (PG&E) provides both electricity and natural gas to the project site. The project would require the extension of existing electrical and gas lines onsite, by a distance of 600-1,800 feet.

#### **OPERATIONAL SCENARIOS**

The Initial Study for the project concluded that the amount of traffic generated by activities on the site would not have a significant impact on adjacent roadways. However, increased traffic volumes, even when not significant, may have an impact on other environmental issues, such as noise and air quality. Since concrete and asphalt production varies over time, due primarily to seasonal demands and market conditions, it is difficult to predict the exact traffic volume that would be generated as a result of these activities. Nevertheless, some reasonable estimates can be made, based upon the production capacity of the plants and the loading capacity of the vehicles used to transport both final product and raw materials.

For the purposes of this EIR, two operational scenarios are analyzed. One scenario is based upon the estimated average production of both the concrete batch plant and the asphalt plant. The other scenario posits a "worst case" situation, in which production at both plants is at its maximum. The first scenario is considered to be a reasonable representation of typical conditions at the project site, and the impacts under this scenario would reflect typical effects of project operations. The second scenario presents a reasonable representation of a situation in which environmental impacts would be at their greatest.

Appendix B in this document describes how the estimates for traffic volumes under both scenarios were developed. **Table 3-3** presents estimates for daily traffic volumes generated by the activities proposed by the project.

**TABLE 3-3  
ESTIMATED DAILY TRAFFIC VOLUMES GENERATED BY PROJECT**

| Project Activity and Traffic Type                                | Daily Traffic Volumes |            |
|--|-----------------------|------------|
|  | Average               | Worst Case |
| Concrete batch plant truck                                       | 16                    | 48         |
| Asphalt plant truck  | 12                    | 324        |
| Other industrial activities truck (incl. crushing/screening op.) | 15                    | 60         |
| Commercial-Light Industrial Zone vehicle                         | 47                    | 70         |
| Employee commute vehicle   | 50                    | 74         |
| Miscellaneous vehicle  | 30                    | 45         |
| <b>Total</b>   | 170                   | 621        |

The traffic volumes include only trips to and from the project site. The potential environmental impacts of these traffic volumes are discussed in Section 4.0, Environmental Setting, Impacts and Mitigation Measures.

### 3.5 PRIOR ENVIRONMENTAL REVIEW

In October 1999, the Shasta County Department of Resource Management, Planning Division, prepared an Initial Study on the project. In accordance with the procedures of CEQA, the Initial Study evaluated the potential impacts of the projects on various aspects of the physical environment. Based upon the analysis conducted within the Initial Study, at least one or more potentially significant impacts were identified, and it was determined that an Environmental Impact Report was required. The Initial Study for the project is provided in Appendix A of this document.

As part of the Initial Study for the project, the following documents and studies were utilized:

- Letter dated October 26, 1995 from Makoto Kowta, Northeast Center, California Historical Resources Information System, regarding potential archaeological impacts.
- Letter dated July 7, 1999 from John H. Humphrey, P.E., of Hydmet, Inc. to Duane K. Miller of Miller Engineering, regarding hydrologic analysis of Burney Creek overflows to Hat Creek Construction property.
- Aerial photograph submitted by Hat Creek Construction showing wetland locations on project site.
- Reclamation Plan for Eastside Aggregates, prepared by The Land Designers and Miller Engineering, dated July 1999.

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- "Wetland Delineation for the 343± Acre Eastside Aggregates Project, Shasta County, California," prepared for the U.S. Army Corps of Engineers by Glazner Environmental Consulting, dated July 12, 1999.
- "Results of Special-Status Wildlife Surveys at the Proposed Eastside Aggregates Project Site," prepared by Miriam Green Associates, dated July 20, 1999.
- Letter dated August 19, 1999 from Larry Vinzant of the U.S. Army Corps of Engineers to Miriam Green of Miriam Green Associates, regarding delineation of waters of the United States.

A previous Initial Study, for the rezone and the use permit for the outdoor sales area and the repair shop only, was prepared by the County prior to July 1999. The County had determined that the proposed projects would have no significant environmental impacts once mitigation measures were incorporated, and that a Mitigated Negative Declaration would be issued. However, after receipt of public comments, the County did not issue a Mitigated Negative Declaration, but instead prepared the October 1999 Initial Study that included the quarry and plants along with the outdoor sales area and repair shop.

In January 1996, Hat Creek Construction submitted an application for Use Permit Number 14-96 and Reclamation Plan Number 1-96. The use permit was for a quarry, crushing and screening operation, concrete batch plant and asphalt plant, along with other uses. An Initial Study for this project was originally prepared in February 1996, and subsequently revised in June and August 1996 and March 1997. As part of the environmental review for the project, the following documents and studies were prepared:

- Letter dated January 4, 1996 from Fred R. Nagel of NTS Engineering, regarding site engineering geology.
- Letter dated January 9, 1996 from James W. Cooksley of Cooksley Geophysics, regarding potential for seismic activity on the site.
- Letter dated January 5, 1996 from Robin Ingles of Alpha Explosives, regarding proposed blasting and safety mitigations.
- Letter dated February 14, 1996 from Tim Reilly of North State Resources, regarding field reconnaissance for vernal pools and slender Orcutt grass on the Rim Rock site.
- Letter dated February 23, 1996 from Tim Reilly of North State Resources, regarding field reconnaissance for vernal pools and slender Orcutt grass on the Rim Rock site, with a map delineating the study area.
- Memorandum dated June 20, 1996 from William J. Falconi, P.E., of Alpha Explosives to Hat Creek Construction, regarding the impact of quarry blasting on groundwater.
- Amended Wetland Mitigation Plan for Shasta County Use Permit #14-96 and Reclamation Plan #1-96, prepared by Hat Creek Construction.
- Letter dated August 7, 1996 from Stuart Busby of Hat Creek Construction to John Siperek of the California Department of Fish and Game, regarding mitigation of wetland impacts by avoidance of disturbance of the wetland area.

- Letter dated August 16, 1996 from Richard Elliott, Regional Manager of the California Department of Fish and Game, to Bill Walker, Associate Planner of Shasta County Department of Resource Management, regarding wetlands mitigation.

### **3.6 REQUIRED PERMITS AND APPROVALS**

In order for the project applicant to implement the project, the following permits and approvals would be required:

- A zone amendment to rezone approximately 24 acres of APN 023-250-14 from the General Industrial (M) District to the Commercial-Light Industrial (C-M) District.
- A use permit for a 7,000 square foot truck repair shop and for a 10,000 square foot outdoor area for retail sales of landscaping materials and rentals of trailers used for hauling 1 ¼ cubic yards of mixed concrete.
- A use permit for a rock quarry, crushing and screening operation, concrete batch plant and asphalt plant.
- A reclamation plan for approximately 85 acres of quarry and processing area.

The uses and conditions of the existing approved permits applicable to the project site would be incorporated with the proposed uses and conditions for the actions proposed above into a single use permit for the entire parcel. The project applicant has indicated that such incorporation is agreeable if existing uses on the site are not disregarded or revoked. Since they have been previously reviewed and approved, the existing uses and conditions are not subject to the environmental review conducted in this EIR.

All the above actions, except for the zone amendment, will require the approval of the Shasta County Planning Commission. The zone amendment will require the approval of the Shasta County Board of Supervisors, with a recommendation from the Planning Commission. Prior to its decision, the Planning Commission will review this EIR to determine if the project would create significant environmental impacts and if these significant impacts can be mitigated to a less-than-significant level.

In addition, permits and/or approvals would be required from the following agencies:

#### *U.S. Army Corps of Engineers*

The U.S. Army Corps of Engineers (COE) regulates the discharge of dredged or fill material into waters (including wetlands) of the United States under Section 404 of the Clean Water Act. Areas on the project site that would be under the COE's jurisdiction include the delineated wetlands located south and east of the former log pond.

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#### *Regional Water Quality Control Board (RWQCB), Central Valley Region*

The RWQCB issues a Water Quality Certification under authority of Section 401 of the Clean Water Act. After submittal of a Pre-Construction Notification Package to the COE, the project applicant would need to submit a copy of the Section 404 Notification and appropriate fees directly to the RWQCB to obtain the Section 401 certification or waiver. The RWQCB would also issue Waste Discharge Requirements for the project since the project proposes the discharge of wash water.

#### *California Department of Fish and Game (CDFG)*

Sections 1601-1607 of the California Fish and Game Code require that activities within the bed and bank of a stream, lake and/or river obtain a Streambed Alteration Agreement with CDFG prior to initiating these activities. A Streambed Alteration Permit from CDFG may be required for mitigation work on the abandoned irrigation ditch that runs from Burney Creek to the project site. For background information and a description of the mitigation, please refer to Section 4.5, Hydrology and Water Quality.

#### *California Department of Transportation*

The California Department of Transportation (Caltrans) maintains State Route 89. An encroachment permit from this agency would be required for the proposed deceleration and acceleration lanes on SR 89 at the entrance to the project site.

#### *Shasta County Air Quality Management District*

The Shasta County Air Quality Management District (SCAQMD) is the air quality regulating authority within Shasta County. The SCAQMD monitors air quality at several sites throughout the county, and it serves as the lead agency responsible for implementing and enforcing federal, state and county air quality regulations. The agency also issues an "Authority to Construct" and a "Permit to Operate" for stationary air pollution sources, such as the concrete plant and the asphalt plant.

#### *California Department of Conservation Office of Mine Reclamation*

Although not required to give approval, the Office of Mine Reclamation is responsible for reviewing the reclamation plan under authority of the Surface Mining and Reclamation Act (SMARA). Under the provisions of SMARA, no person may conduct surface mining operations without preparing a reclamation plan and obtaining from the Lead Agency for a project a permit, approval of the reclamation plan and approval of financial assurances for the operations.