



CITY OF SHASTA LAKE

2023 INTERIM ZONING ORDINANCE AND MINOR AMENDMENTS TO TITLE-17 “ZONING” OF THE SHASTA LAKE MUNICIPAL CODE

INITIAL STUDY FOR SUBSEQUENT PROJECT UNDER THE 2040 GENERAL PLAN PROGRAM EIR

This Initial Study has been prepared by the City of Shasta Lake, Development Services Department, 4477 Main Street, Shasta Lake, CA 96019, pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 *et seq.*), CEQA Guidelines (Title 14, Section 15000 *et seq.* of the California Code of Regulations) and the Shasta Lake Municipal Code, Title 17, Section

Organization of the Initial Study - This Initial Study is organized into the following sections:

SECTION I - BACKGROUND: Provides summary background information about the project name, location, sponsor, the date this Initial Study was completed, and a brief statement of the procedure followed by the findings.

SECTION II - PROJECT DESCRIPTION: Includes a detailed description of the proposed project.

SECTION III - ENVIRONMENTAL CHECKLIST AND DISCUSSION: Reviews proposed project and states whether the proposed project was described within the scope of the General Plan EIR and whether the project would have additional significant environmental effects (project-specific effects) that were not evaluated in the Program EIR for the 2040 General Plan Update.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Identifies which environmental factors were determined to have additional significant environmental effects.

SECTION V - DETERMINATION: States whether environmental effects associated with development of the proposed project are significant, and what, if any, added environmental documentation may be required.

REFERENCES CITED and PURPOSE of STUDY: References include City of Shasta Lake 2040 General Plan Update, 2040 General Plan Programmatic Environmental Impact Report, Shasta Lake Municipal Code, and California Environmental Quality Act.

Initial environmental analysis of an ordinance amending various sections of the Shasta Lake zoning plan (Title - 17 of the Shasta Lake Municipal Code) as necessary to implement an Interim Zoning Ordinance.

1. The proposed project adopts the Interim Zoning Ordinance and the related Interim Land Use Zoning Overlay Map for a specified term until completion of a comprehensive zoning

- ordinance update by the City.
2. Recognizes the modified density and land use intensity provisions established in the 2040 General Plan;
 3. Implements changes in residential use provisions necessary to implement state housing laws; and
 4. Adds provisions needed to reflect General Plan policy direction and to clarify the meaning of certain provisions.

DOCUMENT REVIEW: The discussion below includes extensive references to the 2040 General Plan and the 2040 General Plan Program EIR. The reader may benefit from reviewing the 2040 General Plan Housing Background Report (2020) as well. These documents are available for review online.

- The 2040 General Plan is available for online review at: [Final-City-of-Shasta-Lake-2040-General-Plan \(cityofshastalake.org\)](https://www.cityofshastalake.org/2040-General-Plan)
- The Program EIR is also available for online review at: [Final-EIR---Complete-Package \(cityofshastalake.org\)](https://www.cityofshastalake.org/Final-EIR---Complete-Package)

SECTION I - BACKGROUND

Project Name and File Number: Interim Zoning Ordinance (Rezone 2023-01)

Project Location: City of Shasta Lake, Citywide

Project Applicant: City of Shasta Lake, Development Services Department,
Planning Division

Project Planner: Jim Hamilton, Senior Planner (Annuitant)

Date Initial Study Prepared: June 1, 2023

This Initial Study was prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Sections 1500 *et seq.*). The Lead Agency is the City of Shasta Lake. The City of Shasta Lake, Development Services Department, has reviewed the proposed Project and based on the whole record before it, has determined that the proposed Project is a subsequent project within the scope of the 2040 General Plan Program FPEIR (SCH# 2021070574).

The City has prepared the attached Initial Study, pursuant to CEQA Guidelines Section 15168 (c)(2), to (a) review the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects to the environment identified in the 2040 General Plan PEIR to determine their adequacy for the project, and b) to identify any potential new or additional project-specific significant environmental effects that were not analyzed in the EIR, and any mitigation measures or alternatives that may avoid or mitigate the identified effects to a level of insignificance, if any.

As part of the EIR process, the City is required to incorporate all feasible mitigation measures or feasible alternatives appropriate to the project as set forth in the PEIR. The PEIR mitigation measures that are identified in the PEIR as appropriate are incorporated by reference to the General Plan EIR in the discussion below.

The Programmatic Environmental Impact Report for the 2040 General Plan was certified on November 1, 2022, and the 2040 General Plan was adopted on November 15, 2022. The City has reviewed the FPEIR for its adequacy and confirmed it has not been affected by approval of any subsequent project. The City further finds no substantial changes have occurred with respect to the circumstances under which the EIR was certified; and that there is no new available information which was not known and could not have been known at the time the EIR was certified that would affect the analysis and conclusions of the EIR. The City has not updated or amended its projected population, density and intensity standards, or land use regulations since certification of the PEIR that would alter the review of the FPEIR utilized in preparation of this initial study. Accordingly, the City finds it is proper to use the FPEIR to analyze the Project.

This analysis incorporates by reference the general discussion and applicable mitigation measures of the 2040 General Plan Programmatic EIR. (CEQA Guidelines Section 15150). The PEIR is available for public review on the City's web site at:

<https://www.cityofshastalake.org/DocumentCenter/View/3689/Final-EIR---Complete-Package>

[Final-EIR---Complete-Package \(cityofshastalake.org\)](https://www.cityofshastalake.org/DocumentCenter/View/3689/Final-EIR---Complete-Package)



SECTION II - PROJECT DESCRIPTION

Introduction

The City of Shasta Lake's General Plan represents the policy direction of the City Council regarding community values and ideals, and aspirations to guide development of Shasta Lake through 2040. The General Plan addresses all aspects of the physical development of the city including land use, transportation, housing, public safety, infrastructure, the preservation of open spaces, and the conservation of natural resources.

The Plan is implemented through a variety of tools including, but not limited to the Uniform Building Code and other codes, including most specifically Title – 17 “Zoning” and Title – 16 “Subdivisions” of the Municipal Code. The General Plan reflects the requirements of state laws and provides guidance on future community development through economic development plans, specific plans, and other regulations and programs. In their creation and implementation, these tools and regulatory mechanisms must be consistent in their application with the policy direction provided in the General Plan.

Project Description

The Interim Zoning Ordinance (IZO) amends portions of Title - 17 where necessary to clarify and streamline the planning and development review process as envisioned in the General Plan. The IZO represents a first phase (Phase I) update to Title-17 “Zoning” of the Shasta Lake Municipal Code. If adopted, the ordinance will provide predictability for property owners and the public during a “transition” period until a comprehensive zoning ordinance update and property rezoning (Phase II) can be completed by the City. The IZO will apply citywide for a limited term and will establish interim zoning provisions to govern the use, permitting, and development of property within the city. Adoption of the interim zoning ordinance will ensure new development during this interim period will occur in a manner consistent with the goals, policies, and land use designations of the Shasta Lake 2040 General Plan.

The IZO includes permitting requirements for new development, modified development standards for specified development projects (mixed-use), and allowable uses (both “by-right” and “conditional” uses), as well as interim development design guidance for mixed-use developments. The IZO will also include interim responses to new affordable housing development requirements enacted by the state over the past several years. The IZO provisions will be applied within interim zoning overlay districts that mirror the land use designations established by the 2040 General Plan land use map. The interim ordinance establishes a regulatory relationship between the goals and policies of the General Plan, and the current development and permitting standards of Title-17 “Zoning.”

During the effective term of the IZO which is expected to be approximately 18 months to two years, the City intends to complete substantive revisions to its zoning and land use regulatory plan to achieve full consistency with the goals and policies of the 2040 General Plan and state housing law. The draft IZO ordinance is attached as Exhibit A to this initial study.

Title-17 Amendments:

The Interim Zoning Ordinance in some instances conflicts with the existing provisions of Title - 17 of the Municipal Code. Title-17 is more than 40-years old and was developed from the Shasta County zoning ordinance which was in effect at the time of incorporation of the city. Therefore it is expected

that certain provisions of the Interim Zoning Ordinance will supersede and take precedence with respect to existing property zoning, allowable use and permitting requirements as reflected in specified provisions of Chapters 17.26, 17.28, 17.30, 17.32, 17.34, 17.36, 17.37, 17.38, 17.40, 17.41, 17.42, 17.46, 17.48, 17.50, 17.52, 17.54, 17.56, 17.58, 17.64, 17.72, 17.78, 17.84, 17.88, 17.92 of Title - 17 of the Municipal Code. Most provisions of Title – 17, including those not in conflict with the Interim Zoning Ordinance or General Plan, will remain in full force and effect until such time as the City Council adopts a new comprehensive zoning plan for the City.

Interim Zoning Ordinance:

The draft IZO has been developed to integrate with many of the existing provisions of the current Title-17 “Zoning”. This is necessary to allow for a reasonable transition from the 1999 General Plan to the new land use direction reflected in the 2040 Plan. In many respects Title - 17 provides the basic framework necessary to implement the 2040 General Plan land use policies. Under the IZO a property’s *pre-2040* GP zoning designation will continue to determine the basic development standards that will apply to a property, except where the 2040 GP has modified the underlying GP land use designation (ex: a property’s zoning is residential, but the 2040 Plan redesignated the property as commercial). To address this issue the IZO ordinance uses a two-part strategy: 1) use of a new “General Plan Interim Zoning Overlay Map” reflecting the 2040 GP Land Use Districts, allowing for the continued use of the existing 1999 zoning map; and 2) land uses and permitting processes dictated by updated allowable use schedules and new discretionary permitting thresholds.

A properties existing zoning (pre-2040 General Plan) will dictate applicable property development standards (ex: setbacks, building heights, floor area and lot coverage, minimum lot size, etc.). Except in specific instances involving affordable housing projects that meet the requirements of state law, achieving the maximum potential General Plan density or floor area on a property will require a discretionary entitlement – approval of a use permit or Planned Development rezoning.

Streamlined review of affordable housing developments is now mandatory, and the removal or reduction in discretionary permitting (use permits and design review) for these housing projects is required. The IZO lays the groundwork to address this through new allowable use provisions and streamlined permit requirements. To comply with changes in state law, additional zoning ordinance amendments including developing “objective design standards” will be needed to facilitate streamlined multifamily residential and mixed-use project permitting.

SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION

ANTICIPATED SUBSEQUENT PROJECT

CEQA Guidelines section 15177 states, “After a EIR has been prepared and certified, subsequent projects which the lead agency determines as being within the scope of the EIR will be subject to only limited environmental review.” For a project to rely on the EIR for environmental review, the initial study must “analyze whether the subsequent project was described in the EIR and whether the subsequent project may cause any additional significant effect on the environment which was not previously examined in the EIR.” (CEQA Guidelines section 15177(b)(2).)

The City of Shasta Lake 2040 General Plan was created as a “self-mitigating” General Plan. The goals, policies, programs, and implementation actions provided in the General Plan in their totality does address the range of potential environmental effects of Plan implementation and projected community growth envisioned through 2040. The scope of the FPEIR analysis by its nature may not be able to provide project specific mitigation for an individual development project, however implementation of the programmatic measures of the General Plan – including amendments and updates to Title -17 “Zoning” - will minimize and mitigate most significant environmental impacts where feasible.

CEQA Guidelines Section 15168 “Program EIR” describes a program EIR “...A program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:

- (1) Geographically,
- (2) As logical parts in the chain of contemplated actions,
- (3) In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or
- (4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

Further Section 15168.(c)(2) describes the circumstances under which a Program EIR can be used for future activities:

...(c) Use with Later Activities. Later activities in the program must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared.

(1) If a later activity would have effects that were not examined in the program EIR, a new initial study would need to be prepared leading to either an EIR or a negative declaration. That later analysis may tier from the program EIR as provided in Section 15152.

(2) If the agency finds that pursuant to Section 15162, no subsequent EIR would be required, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required. Whether a later activity is within the scope of a program EIR is a factual question that the lead agency determines based on substantial evidence in the record. Factors that an agency may consider in making that determination include, but are not limited to, consistency of the later activity with the type of allowable land use, overall planned density and building intensity, geographic area analyzed for environmental impacts, and covered infrastructure, as described in the program EIR.

CEQA Section 15162 - *Subsequent EIRs and Negative Declarations* states that when an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR (or Negative Declaration) shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record that substantial changes in the project have occurred, new information of substantial importance has been developed that identifies new impacts, new mitigation measures or alternatives have been determined to be feasible. As reflected in this initial study, none of these circumstances have been determined to apply in this case.

The proposed Interim Zoning Ordinance (the Project) is a subsequent project within the scope of the FPEIR. The PEIR anticipated that the City will initiate amendments to the Planning and Development Code (Title - 17) and other provisions of the municipal code to achieve consistency with the adopted General Plan.” (FPEIR, section 2.7.6.) Further, the FPEIR states the City will undertake “Planning and Development Code amendments to ensure consistency with the 2040 General Plan goals, policies and standards.” (FPEIR, section 2.7.6.)

The proposed Project furthers the goals, policies, and standards of the 2040 General Plan by promoting infill development and streamlining the development review process with clearer regulations. Specifically, the Project directly supports the General Plan goals and policies as reflected in Attachment B - “2040 General Plan Policies Affecting the Comprehensive Zoning Ordinance Update” which are incorporated by reference into this initial study.

LAND USE, POPULATION AND HOUSING, AGRICULTURAL RESOURCES AND ENERGY

Introduction

The California Environmental Quality Act (CEQA) requires the Lead Agency to examine the effects of a project on the physical conditions that exist within the area that would be affected by the project. CEQA also requires a discussion of any inconsistency between the proposed project and applicable general plans and regional plans.

An inconsistency between the proposed project and an adopted plan for land use development in a community would not constitute a physical change in the environment. When a project diverges from an adopted plan, however, it may affect planning in the community regarding infrastructure and services, and the new demands generated by the project may result in later physical changes in response to the project.

In the same manner, the fact that a project brings new people or demands for housing to a community does not, by itself, change the physical conditions. An actual increase in population may, however, generate changes in demand for commercial or governmental services, and the demand for housing may generate new activity in residential development. Physical environmental impacts that could result from implementing the proposed project are discussed in the applicable technical sections of the General Plan PEIR.

This section of the initial study identifies the applicable land use designations, plans and policies, and permissible densities and intensities of use, and discusses any inconsistencies between these plans and the proposed project. This section also discusses agricultural resources and the effect of the project on these resources.

Discussion - Land Use, Population, and Housing

The proposed Project consists of revisions to portions of the Zoning Ordinance and adoption of an "interim" zoning ordinance (IZO), to address inconsistencies between existing zoning and the land use direction reflected in the 2040 General Plan Update. The proposed amendments to Title – 17 are minor in nature and consistent with the direction of the 2040 General Plan and would not affect the analysis set forth in the PEIR, nor would the adoption of the IZO directly or indirectly affect population levels in the City.

The Title - 17 amendments will not change the type or density of development allowed under the 2040 General Plan. The designations for parcels within developed subdivisions (e.g., Windsor Estates, Hazelwood/Oakridge, Coeur D'Alene, Hardenbrook Estates, etc.) could change from Suburban Residential to Urban Residential to reflect the size of existing parcels in those areas; however, because these parcels are already developed, no change in allowable land uses would typically occur.

In addition, some of the general plan land use designations for developed parcels are consolidated/redefined from the 1999 General Plan but this does not result in a significant change in existing or planned development patterns (e.g., the City Center Commercial general plan land use designation is eliminated in the 2040 Plan, but IZO zoning designation to either Village Mixed-Use or Urban Residential interim zoning designation, will reflect the existing land use types).

Table 3.0-1 of the DPEIR provides an overview of General Plan changes in residential land use designations and densities; Table 3.0-2 identifies changes in commercial/industrial land use designations and floor area ratios (FAR); and Table 3.0-3 identifies changes for lands identified as public facilities, community parks, open space, and federal land, as well as public rights-of-way (ROW). These General Plan intensity and density limits are reflected in the IZO interim zoning designations.

A description and purpose statement of all IZO interim zoning designations is included in Chapter 2 of the IZO. These descriptions largely mirror those in the General Plan.

The Title-17 amendments are simple administrative changes that will not have a significant effect on the physical environment. These amendments establish the regulatory relationship between Title-17 and the IZO, acknowledge the adoption of the Interim Zoning Ordinance as an “uncodified” ordinance of the City’s municipal code, and help to clarify the applicability of existing code provisions with those in the IZO, and therefore will have no direct or indirect impact on the physical environment. The draft amendments include:

Title-17 Amendments:

Add: 17.02.040: *2040 General Plan Interim Zoning Ordinance - Established.*

Pursuant to City Council Ordinance 2023-##, the City Council establishes the “2040 General Plan Interim Zoning Ordinance” which is hereby incorporated by reference as an uncodified ordinance of the city’s municipal code. The provisions of Ordinance 2023-## shall be utilized in the review and regulation of all development within the city limits subject to Title-17 “Zoning.”

Add: 17.02.045: 2040 General Plan Interim Zoning Overlay Map – Established.

Pursuant to 17.02.020. B. “Zone Maps” of this Title, the City Council establishes the 2040 General Plan Interim Zoning District Overlay Maps.” The overlay interim zoning maps shall be applied to properties within the city limits of Shasta Lake, consistent with the land use districts as reflected on the 2040 General Plan Land Use Diagram and shall be used to determine the applicability of zoning regulations as established in the Interim Zoning Ordinance to the development of both private and public property.

Add 17.02.050: General Plan Interim Zoning Overlay Districts and Principal Zone Districts – Applicability

Pursuant to Section 17.02.045 of this Title, the 2040 General Plan Interim Zoning Overlay Districts are created and incorporated by reference into this title. These interim zoning districts shall include the principal zoning districts as set forth in this title below, and which are reflected on the official zoning map of the city of Shasta Lake. Any principal zoning district which is not identified on the official zone maps of the city on the effective date of the Interim Zoning Ordinance, shall no longer be applicable in the city. Any lands subject to this title which are not designated in the zoning plan with a principal district designation, shall remain subject to the applicable district designation as reflected in the 2040 General Plan Interim Zoning Overlay map, and shall also be subject to the development requirements and standards of the most applicable principal zoning district as determined by the development services director. The decision of the development services director may be appealed to the planning commission, as specified in Section 17.94.060 of this title.

Provisions of the IZO that reflect the policy and implementation direction of the 2040 General Plan are listed below. Attachment A to this initial study - Interim Zoning Ordinance (IZO) – is incorporated in its entirety into this discussion by reference.

IZO Amendments - described:

- CHAPTER 1 – GENERAL PROVISIONS OF THE CITY OF SHASTA LAKE INTERIM ZONING ORDINANCE

The purpose of this Interim Zoning Ordinance is to establish zoning standards consistent with the 2040 City of Shasta Lake General Plan, adopted by City Council Resolution on

November 1, 2022, and to apply such interim standards until the City adopts a comprehensive and fully updated Zoning Ordinance. These regulations are enacted pursuant to the authority for adopting interim zoning regulations established in Government Code Section 65858.

- **CHAPTER 2 - INTERIM ZONING DISTRICTS OF THE CITY OF SHASTA LAKE INTERIM ZONING ORDINANCE**

Chapter 2 establishes interim zoning overlays consistent with the adopted General Plan Land Use Diagram. These districts and development regulations work in tandem with the existing Title – 17 “Zoning” to govern development and land use activities city wide until a comprehensive update to Title-17 is completed. Existing zoning districts remain in place and serve in combination with the Interim Zoning Ordinance overlay zones and standards to regulate property development.

- **CHAPTER 3 – INTERIM ZONING AND DEVELOPMENT REGULATIONS OF THE CITY OF SHASTA LAKE INTERIM ZONING ORDINANCE**

Chapter 3 establishes land use, development, and design regulations for the Interim Zoning Districts, and modifies the provisions of Title – 17 “Zoning” of the Municipal Code where necessary to obtain consistency with the policy direction of the 2040 General Plan Update. It also starts to implement changes in state law relative to residential development, which significantly affect local zoning rules.

POTENTIAL IMPACT ANALYSIS

Adoption of the IZO and related amendments will not result in any new significant impact to the physical environment not already identified and analyzed in the City of Shasta Lake 2040 General Plan PEIR.

Agricultural Resources

The EIR discussed the potential impact of development under the 2040 General Plan on agricultural resources. See EIR, Chapter 4.2. In addition to evaluating the effect of the general plan on sites within the city, the EIR noted that to the extent the 2040 General Plan accommodates future growth within the City Limits, the conversion of farmland outside the City Limits is minimized. The EIR concluded that the impact of the 2040 General Plan on agricultural resources within the city was less than significant.

The proposed Project supports infill development and does not result in a direct impact on agricultural resources. The Project clarifies development regulations for infill development land uses and does not amend the procedures for greenfield development and thus would result in no new significant effects not evaluated in the PEIR.

Energy

The proposed Project would not result in changes relating to energy requirements for specific projects. The proposed Project would not encourage the wasteful use of energy.

The City manages a comprehensive energy and efficiency incentive program for both residential and commercial customers. The program focuses on reducing peak loads and increasing energy conservation. Rebates are available to residential customers for installation of various energy efficiency improvements, including installation of higher-efficiency appliances, cooling and

refrigeration equipment, weatherization improvements, and lighting. Rebates for commercial customers are available for upgraded lighting, HVAC equipment, and may be available for additional equipment that reduces energy use and/or demand.

The city also offers free on-site energy audits for residential customers. The City has adopted a renewable energy policy that provides for the acquisition of renewable energy at or in excess of legally mandated quantities. The policy recognizes that the City has an allocation of hydroelectric power generated by the Western Area Power Administration.

Structures built in the City are subject to Titles 20 and 24 of the California Code of Regulations, which serve to reduce demand for electrical energy by implementing energy-efficient standards for residential and non-residential buildings. The 2040 General Plan includes policies to encourage use of energy-efficient technology through the City's electric utility by offering rebates and other incentives to commercial and residential developers and recruiting businesses that research and promote energy conservation and efficiency.

Policies and implementation measures of the Plan promote the expanded use of renewable resources, which would reduce the cumulative impacts associated with use of non-renewable energy sources. In addition, Plan policies call for the City to work closely with developers and industries to promote the use of new energy conservation technologies.

POTENTIAL IMPACT ANALYSIS

The PEIR evaluated the potential impacts on energy and concluded that the effects would be less than significant. (See Chapter 4.7) Any new development following approval of the proposed Project would be constructed to the standards required by current building codes, achieving energy efficiency. The proposed Project would not result in any new potentially significant impacts not already identified and evaluated in the EIR.

Issues:	Effect will be studied in the EIR	Effect can be mitigated too less than significant	No additional significant environmental effect
1. <u>AESTHETICS, LIGHT AND GLARE</u> Except as provided in Public Resources Code Section 21099, would the project:			
A) Have a substantial adverse effect on a scenic vista?			X
B) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X
C) In non-urbanized areas, 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?			X
D) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X

DISCUSSION:

ENVIRONMENTAL SETTING

Aesthetics

The City of Shasta Lake is a community characterized by varied and hilly terrain. Views across the city to the west include views of the foothills and mountains. Scenic vistas include public areas that provide expansive views of natural features such as mountains, hills, valleys, water courses, rock outcrops, and natural vegetation, as well as man-made scenic structures (e.g., public art, historic buildings, etc.).

Significant scenic vistas in the Planning Area include the Interstate 5 (I-5) corridor and other public streets throughout the city, and public areas such as parks and recreational facilities that provide views of surrounding scenic resources. Important natural scenic resources in or visible from various locations in the Planning Area include Mount Shasta to the north, Lassen Peak to the east, creeks and streams throughout the Planning Area (i.e., Churn Creek, Little Churn Creek, Salt Creek, Moody Creek, Rancheria Creek, Nelson Creek, Newtown Creek, and numerous unnamed streams), open space areas throughout the City, and forested hillsides in and north, east, and west of the Planning Area. Creeks and streams, scenic mature trees, steep hillsides, and other natural features shape development patterns and provide attractive natural features among urban land uses in the city.

Although no portion of the designated Scenic Highway is within the City limits, the segment of Shasta Dam Boulevard between I-5 and the western City limit line is identified as an Eligible State Scenic Highway. In addition, the segment of I-5 that bisects the City is identified as an Eligible Scenic Highway. For the eligible routes to become officially designated Scenic Highways, the City would need to apply to Caltrans for approval and adopt a Corridor Protection Program.

Light and Glare

The City of Shasta Lake includes a wide variety of visual features that include various light and glare levels. The downtown area has a higher concentration than the outlying residential areas of artificial light and reflective surfaces that produce glare. Sources of light in urbanized areas of the city include streetlights, interior lighting, security lights and other exterior lights on buildings/structures and in landscaped areas, lighting in parking lots, lights for sign/billboard illumination, and field lighting at parks and schools. Some rural areas of the city lack streetlights; thus, lower ambient light levels are present. Additional sources of light and glare include headlights from vehicles on public streets throughout the community.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, aesthetics impacts may be considered significant if the proposed project would result in one or more of the following:

Glare. Glare is considered to be significant if it would cast in such a way as to cause public hazard or annoyance for a sustained period of time.

Light. Light is considered significant if it would be cast onto oncoming traffic or residential uses.

Scenic Vistas. An adverse impact to a scenic vista is considered significant if it would cause substantial damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a designated State Scenic Highway

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The EIR described the existing visual conditions in the general plan area, and the potential changes to those conditions that could result from development consistent with the 2040 General Plan. The EIR identified and discussed potential impacts to scenic resources and aesthetics, including impacts from light and glare resulting from future development. See DPEIR, Chapter 4.1, Aesthetics/Visual Resources. (See PEIR discussion for Impact 4.1-1; 4.1-2; 4.1-3; 4.1-4 below)

Impact 4.1-1 Implementation of the 2040 General Plan could have an adverse effect on a scenic vista. Less-than-Significant Impact

Impact 4.1-2 Implementation of the 2040 General Plan would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway. Less-than-Significant Impact

Impact 4.1-3 Implementation of the 2040 General Plan would not substantially degrade the existing visual character or quality of public views of development sites and their surroundings and would not conflict with applicable zoning and other regulations governing scenic quality. Less-than-Significant Impact

Impact 4.1-4 Implementation of the 2040 General Plan would create new sources of light and glare that could affect day or nighttime views in the area. Less-than-Significant Impact

ANSWERS TO CHECKLIST QUESTIONS

Questions A–D

The proposed Project would not result in any new impacts to aesthetics, light and glare that were not anticipated in the General Plan 2040 PEIR. All new projects would be required to comply with applicable standards, including the zoning standards and General Plan land use policies which

evaluate lighting and aesthetics on an individual project level. Proposed amendments to the Planning and Development Code do not change any regulations relating to aesthetics, light, and glare.

Due to the conceptual nature of development under the General Plan, projects must be reviewed on a case-by-case basis to identify potential project-specific impacts to scenic resources. If necessary, project-specific mitigation would be implemented. Therefore, because development within the city limits is not prominently visible from the designated Scenic Highway, and development in proximity to the scenic highway is limited by topographical constraints, impacts on scenic resources within the designated Scenic Highway would be less than significant.

MITIGATION MEASURES

No mitigation measures are required for this project.

FINDINGS

The proposed Project would have no additional project-specific environmental effects relating to Aesthetics, Light and Glare.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
2. <u>AIR QUALITY</u>			
<i>Would the proposal:</i>			
A) Result in construction emissions of NO _x above 85 pounds per day?			X
B) Result in operational emissions of NO _x or ROG above 65 pounds per day?			X
C) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X
C) Result in PM ₁₀ concentrations equal to or greater than five percent of the State ambient air quality standard (i.e., 50 micrograms/cubic meter for 24 hours) in areas where there is evidence of existing or projected violations of this standard?			X
E) Result in CO concentrations that exceed the 1-hour State ambient air quality standard (i.e., 20.0 ppm) or the 8-hour State ambient standard (i.e., 9.0 ppm)?			X
F) Result in exposure of sensitive receptors to substantial pollutant concentrations?			X
G) Result in TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources?			X
H) Impede the City or State efforts to meet AB32 standards for the reduction of greenhouse gas emissions?			X

Discussion:

ENVIRONMENTAL SETTING

Regional and Local Climate

The City of Shasta Lake is located at the northernmost end of the Northern Sacramento Valley Air Basin (NSVAB), also known as the Northern Sacramento Valley Planning Area (NSVPA). The NSVPA consists of a total of seven counties: Butte, Colusa, Glenn, Shasta, Tehama, Sutter, and Yuba. These counties are bounded on the north and west by the North Coast Mountain Range and on the east by the southern portion of the Cascade Mountain Range and the northern portion of the Sierra Nevada Mountains.

The surrounding mountains provide a substantial barrier to the horizontal dispersion of air contaminants for both locally created pollution and pollution that has been transported northward on prevailing winds from areas south of the NSVAB. Extremely stable atmospheric conditions, referred to as “inversions,” also act as barriers to pollutant dispersion. In areas below 1,000 feet mean sea level, inversions act as

“lids” and may cause dust and pollutants to be trapped until atmospheric conditions become more unstable (Shasta County, 2004). Therefore, the mountains prevent pollutants from being dispersed horizontally, while inversions prevent pollutants from dispersing vertically.

In Shasta County, due to high temperatures, stagnant atmospheric conditions, and temperature inversions, the main air quality concern in the summer is ozone pollution generated by vehicles and industrial activities. Ozone precursors (NOX and ROG) from these sources react to form ozone. Particulate matter (PM10 and PM2.5) resulting from wildfires throughout the region, and often beyond, have become a major concern, especially in recent years. In the winter, cold-weather inversion layers can trap pollutants generated by fireplaces, wood stoves, and open burning (Shasta County, 2004).

Stationary and Mobile Sources

Air pollutant emissions within the SVAB are generated by stationary, area-wide, and mobile sources. Stationary sources are usually subject to a permit to operate from the local air district, occur at specific identified locations, and are usually associated with manufacturing and industry. Examples of major stationary sources include refineries, concrete batch plants, and other industrial operations. Minor stationary sources include smaller-scale equipment such as diesel fueled emergency backup generators and natural gas boilers.

Area sources are emissions-generating activities that are distributed over an area and do not require permits to operate from any air agency. Examples of area sources include natural gas combustion for residential or commercial space and water heating, landscaping equipment such as lawn mowers, and consumer products such as barbeque lighter fluid and hairspray.

Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road. On-road sources are those that are legally operated on roadways and highways. Off-road sources include aircraft, trains, and construction vehicles. Mobile sources account for most of the air pollutant emissions within the SVAB.

Ambient Air Quality Standards

Both the Federal and State governments have established ambient air quality standards for outdoor concentrations of various pollutants to protect public health and welfare with a margin of safety.

The air pollutants for which Federal and State standards have been promulgated include ozone, nitrogen dioxide (NO₂), carbon monoxide (CO), suspended particulate matter, sulfur dioxide (SO₂), and lead. Each of these pollutants is briefly described below.

- Ozone is a gas that is formed when reactive organic gases (ROG) and nitrogen oxides (NOX), both byproducts of internal combustion engine exhaust and other processes, undergo photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant.
- NO₂ is a brownish, highly reactive gas that is present in all urban environments. The major human-made sources of NO₂ are combustion devices, such as boilers, gas turbines, and mobile and stationary reciprocating internal combustion engines.
- CO is a colorless, odorless gas produced by the incomplete combustion of fossil fuels. CO concentrations tend to be the highest during the winter morning, with little to no wind, when surface-based inversions trap the pollutant at ground levels. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections, but the SVAB has not experienced a violation of ambient air quality standards for CO in 20 years (ARB 2013a).

- Respirable Particulate Matter (PM10) and Fine Particulate Matter (PM2.5) consist of extremely small, suspended particles 10 microns and 2.5 microns or smaller in diameter. Some sources of suspended particulate matter (e.g., pollen and windblown dust), occur naturally. However, in populated areas, most fine suspended particulate matter is caused by road dust, diesel soot, combustion products, abrasion of tires and brakes, and construction activities.
- SO₂ is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly because of the burning of high sulfur-content fuel oils and coal, and from chemical processes occurring at chemical plants and refineries.

Regional Air Quality

Shasta County is currently designated a non-attainment-transitional area for State ozone standards, which indicates that pollution concentrations violate the State standard, but air quality is nearing attainment; the County is designated as an attainment or unclassified area for all other Federal and State ambient air quality standards (CARB, 2021). Due to the regional nature of the ozone problem, the air pollution control districts and air quality management districts of the seven counties located in the NSVPA originally prepared an Air Quality Attainment Plan (AQAP) in 1991 and have updated the plan triennially since then. Most recently, the Sacramento Valley Air Quality Engineering and Enforcement Professionals (SVAQEPP) prepared the NSVPA 2021 Triennial Air Quality Attainment Plan (2021 AQAP). The 2021 AQAP constitutes the region's State implementation Plan (SIP).

The 2021 AQAP confirms that air pollution transport studies have demonstrated that a significant number of the ozone violations occurring in Shasta County are caused when pollutants from urban areas are transported aloft throughout the air basin. Shasta County's primary emphasis in implementing the AQAP is to attempt to reduce emissions from mobile sources through public education and grant programs.

Local Air Quality

The Shasta County Air Quality Management District (SCAQMD) maintains air quality monitoring stations in Shasta County that monitor ozone and particulate matter. There is presently one ozone monitoring station in the City, at 13791 Lake Boulevard. There was previously a station at 4066 La Mesa Avenue in the City that monitored PM₁₀, but this station was removed in 2020. Shasta County AQMD has deployed experimental particulate matter (smoke) sensors throughout Shasta County, including two sensors in Shasta Lake. These sensors are not official monitors but can be helpful in gauging smoke levels in particular locations (reported on Purple Air website).

The County maintains air quality monitoring stations for ozone and PM_{2.5} on North Street in Anderson and at the County Health Department on Breslauer Way. The nearest PM_{2.5} monitoring station to the General Plan Planning Area is located at the County Health Department building which is approximately 9 miles south of the Planning Area. No other pollutant monitoring information is available for Shasta County.

Table 4.3-1 of the DPEIR includes monitoring data for the area from 2016 through 2020, including dates with the highest reported average for 8-hour ozone, and highest concentrations of PM₁₀ and PM_{2.5}. The highest 8-hour ozone averages occurred in June, July, and August, which would be expected given that ozone occurs in higher concentrations during warmer times of the year. The highest concentrations of particulate matter occurred primarily in the summer and early fall, although the highest concentrations in 2019 were reported in January, November, and December. Table 4.3-2 of the DPEIR identifies 2020 Estimated Annual Average Emissions from stationary sources, areawide sources, mobile sources, and natural (non-anthropogenic) sources for Shasta County.

Toxic Air Contaminant Emissions

Toxic air contaminants (TACs) are airborne substances that, even in small quantities, can cause chronic (i.e., of long duration) and acute (i.e., severe, but of short duration) adverse effects on human health. They include both organic and inorganic chemical substances that may be emitted from a variety of common sources including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities. TACs are different than the criteria air pollutants discussed previously in that ambient air quality standards have not been established for them. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations.

According to the California Almanac of Emissions and Air Quality (ARB 2009), most of the estimated health risks from TACs can be attributed to relatively few compounds, the most important being diesel PM. Diesel PM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances. Although diesel PM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emissions control system is being used. Based on receptor modeling techniques, ARB estimated diesel PM health risk to be 360 excess cancer cases per million people in the SVAB in the year 2000. Since 1990, the health risk associated with diesel PM has been reduced by 52%. Overall, levels of most TACs, except para-dichlorobenzene and formaldehyde, have decreased since 1990 (ARB 2009).

Sensitive Receptors

As discussed previously, the Federal and State ambient air quality standards have been set at levels to protect the most sensitive persons from illness or discomfort with a margin of safety. Air pollution regulatory agencies typically define sensitive receptors to include residences, schools, playgrounds, childcare centers, athletic facilities, hospitals, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. Each of these land use types is present in the city of Shasta Lake.

Standards of Significance

For purposes of this Initial Study, air quality impacts may be considered significant if construction and/or implementation of the Proposed Project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan FPEIR:

- construction emissions of NO_x above 85 pounds per day;
- operational emissions of NO_x or ROG above 65 pounds per day;
- violation of any air quality standard or contribute substantially to an existing or projected air quality violation;
- Any increase in PM₁₀ concentrations, unless all feasible Best Available Control Technology (BACT) and Best Management Practices (BMPs) have been applied, then increases above 80 pounds per day or 14.6 tons per year;
- CO concentrations that exceed the 1-hour State ambient air quality standard (i.e., 20.0 ppm) or the 8-hour State ambient standard (i.e., 9.0 ppm); or
- exposure of sensitive receptors to substantial pollutant concentrations.

Ambient air quality standards have not been established for toxic air contaminants (TAC). TAC exposure is deemed to be significant if:

- TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources.

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN PEIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The EIR addressed the potential effects of the 2040 General Plan on ambient air quality and the potential for exposure of people, especially sensitive receptors such as children or the elderly, to unhealthy pollutant concentrations. See PDEIR, Chapter 4.3.

Policies in the 2040 General Plan were identified as mitigating potential effects of development that could occur under the 2040 General Plan. The proposed Project does not alter or increase potential impacts. Development under the 2040 General Plan would be analyzed on a case-by-case basis when detailed information regarding construction and operational activities is known. Future projects would be subject to the General Plan policies and implementation actions identified in Section 4.3.4, as well as SCAQMD and State rules and regulations, including, but not limited to those identified in Section 4.3.3 (Regulatory Framework) of the PEIR.

Based on Appendix G of the CEQA Guidelines, the City concludes that implementation of the 2040 General Plan would have a significant impact on air quality if it would:

1. Conflict with or obstruct implementation of the applicable air quality plan.
2. 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.
3. Expose sensitive receptors to substantial pollutant concentrations. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

The PEIR included the following potential impact analysis and determinations:

Impact 4.3-1: Implementation of the 2040 General Plan could conflict with or obstruct implementation of the applicable air quality plan. Significant and Unavoidable Impact

Impact 4.3-2: Implementation of the 2040 General Plan could result in a cumulatively considerable net increase of criteria pollutants for which the project region is in non-attainment under an applicable federal or State ambient air quality standard. Significant and Unavoidable Impact

Impact 4.3-3: Implementation of the 2040 General Plan could expose sensitive receptors to substantial pollutant concentrations. Less-than-Significant Impact.

Impact 4.3-4: Implementation of the 2040 General Plan could result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Less-Than-Significant Impact.

GREENHOUSE GAS EMISSIONS

Section 4.7 of the PEIR addresses greenhouse gas (GHG) emissions, climate change, and energy in relation to future development and other physical changes that could occur due to implementation of the 2040 General Plan. The analysis in this section focused on the General Plan's consistency with local, regional, State, and federal climate change and energy conservation planning efforts. Energy has been combined with GHG and climate change because one of the primary sources of GHG emissions in the city is energy consumption. The PEIR found that greenhouse gas emissions that would be generated by development consistent with the 2040 General Plan would be a significant and unavoidable cumulative impact. The proposed project would not increase or significantly impact the potential for these emissions. The discussion of greenhouse gas emissions and climate change in the 2040 General Plan PEIR is incorporated by reference in this Initial Study. (CEQA Guidelines Section 15150). The EIR identified numerous

policies included in the 2040 General Plan that address greenhouse gas emissions and climate change. See PEIR, Chapter 4.7.4, and pages 4.7-26 et seq. Policies identified in the 2040 General Plan include directives relating to sustainable development patterns and practices, and increasing the viability of pedestrian, bicycle, and public transit modes. A complete list of policies addressing climate change is included in the EIR as identified above.

ANSWERS TO CHECKLIST QUESTIONS

Questions A–H

The proposed Project would not result in any new air quality impacts that were not previously anticipated in the General Plan 2040 EIR. All new development projects would be required to comply with all applicable standards, including the interim zoning and General Plan land use standards. As part of the development review process, City reviews each project independently and provides applicable comments regarding air quality. Ozone precursor emissions and emissions of particulate matter would be evaluated using the Air Quality District's Operational Screening Levels on a per project basis. Additionally, all development would be required to comply with the City's goals and policies of the General Plan for reducing greenhouse gas emissions. The proposed Project would not result in impacts relating to air quality or greenhouse gas emissions beyond those analyzed and contemplated in the 2040 General Plan FPEIR.

Impact Analysis and Mitigation Measures

Future projects under the 2040 General Plan would be reviewed on a case-by-case basis to ensure that the project does not conflict with applicable plans, policies, or regulations for the reduction of GHG emissions. If necessary, projects would be required to implement mitigation measures to minimize GHG emissions. These measures could include those identified in Table 4.7-8 of the PDEIR. However, due to the programmatic nature of this Project, it is not possible to identify specific mitigation measures at this time other than application of General Plan policies described above, that would ensure consistency with plans, policies, or regulations adopted for the purpose of reducing GHG emissions.

- Impact 4.7-1: Implementation of the 2040 General Plan would not result in significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. Less-than-Significant Impact.
- Impact 4.7-2: Implementation of the 2040 General Plan would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. No Impact
- Impact 4.7-3: Development under the 2040 General Plan could generate greenhouse gas emissions, directly and indirectly, resulting in a significant impact on the environment. Significant and Unavoidable Impact, no feasible mitigation measures available.
- Impact 4.7-4 Implementation of the 2040 General Plan could conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing greenhouse gas emissions. Significant and Unavoidable Impact, no feasible mitigation measures available.

MITIGATION MEASURES

No additional mitigation measures not identified in the PEIR are required.

Findings

The proposed Project would have no additional project-specific environmental effects relating to Air Quality, Climate Change, or Greenhouse Gases.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>3. <u>BIOLOGICAL RESOURCES</u> Would the proposal:</p> <p>A) Create a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected.</p>			X

B)	Result in substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal			X
C)	Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands)?			X

DISCUSSION:

ENVIRONMENTAL SETTING

The City of Shasta Lake is located at the northern end of the Sacramento Valley in Shasta County. This region of California is characterized as a dissected plain located between the Klamath Range and Trinity Mountains to the north and west, and the northernmost extent of the Sierra Nevada foothills and the southernmost extent of the Cascade Range to the east. The plain is highly dissected by streams that drain toward the Sacramento River.

The Planning Area is part of the Sacramento River ecosystem and is located within the Stillwater-Churn Creek watershed, which encompasses ±77,735 acres. The headwaters of both Stillwater Creek and Churn Creek originate in the hills between Redding and Lake Shasta and flow in a north to south direction, entering the Sacramento River south of Redding. The steep, hilly headwaters constitute a heavy precipitation zone that typically receives over 60 inches of rain annually in non-drought years.

Much of the native vegetation and wildlife habitat in the city has been disturbed or fragmented by previous urban development. In recent years, wildfires in and adjacent to the Planning Area have greatly influenced aquatic and terrestrial habitats. Although frequent low-intensity fires can be beneficial because they prevent woody debris and brush from accumulating, help to preserve mature trees, and help to maintain diverse, multi-story forests with a minimal grass understory, high-intensity fires can be devastating to sensitive species and sensitive natural communities due to direct habitat loss, soil disturbance, increased erosion, increased volumes of runoff, and other effects. However, there are large expanses of undisturbed land and aquatic features that provide suitable habitat for a wide range of plant and wildlife species, including special-status species.

City of Shasta Lake Municipal Code (SLMC) The SLMC includes regulations that are intended to avoid/minimize potential direct and indirect impacts on biological resources that could result from new development. These regulations include, but are not limited to: SLMC Chapter 12.36 (Tree Conservation) SLMC Chapter 12.36 states that trees are recognized as important to the general well-being of the citizens of the City for their shade, cooling, noise and wind reduction, soil stabilization, greenhouse gas reduction, protection of surface water quality, aesthetic value, air filtering and release of oxygen, benefits to wildlife and the area's ecology, and their economic enhancement to property.

The intent of SLMC Chapter 12.36 is to promote the conservation of a healthy tree population and to maintain and enhance tree canopy throughout the community where feasible and appropriate. This is to be accomplished through: 1. The preservation of existing native trees; 2. The replacement or transplanting of trees that are removed; 3. The phasing of development to reduce impacts when tree removal is required; and 4. The planting of new trees in locations, number, and type that is compatible with local conditions.

For any project that involves land disturbance of more than 20,000 square feet, a pre-development review is required to ensure that tree conservation is considered early in the planning process with respect to placement of buildings, roads, driveways, parking areas, utilities, and other site improvements (SLMC §12.36.062).

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact would be significant if any of the following conditions or potential thereof, would result with implementation of the proposed project:

1. 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.
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.
3. Have a substantial adverse effect on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means.
4. 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.
4. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
5. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State Habitat Conservation Plan. Listed as endangered or threatened under the Federal Endangered Species Act (or formally proposed for, or candidates for, listing);
 - Listed as endangered or threatened under the California Endangered Species Act (or proposed for listing);
 - Designated as endangered or rare, pursuant to California Fish and Game Code (Section 1901);
 - Designated as fully protected, pursuant to California Fish and Game Code (Section 3511, 4700, or 5050);
 - Designated as species of concern by U.S. Fish and Wildlife Service (USFWS), or as species of special concern to California Department of Fish and Game (CDFG);
 - Plants or animals that meet the definition of rare or endangered under the California Environmental Quality Act (CEQA).

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 4.4 of the PEIR evaluated the effects of implementation of the 2040 General Plan (which includes those measures needed for implementation such as the comprehensive zoning ordinance update) on biological resources within the General Plan policy area. The PEIR identified potential impacts in terms of degradation of the quality of the environment or reduction of habitat or population of species below self-sustaining levels of special-status species, through the loss of habitat.

The Policies in the 2040 General Plan were identified as mitigating the effects of development that could occur under the provisions of the 2040 General Plan (See Section 4.4.4 of Chapter 4.4 of the PDEIR).

Impact Analysis

Future development under the 2040 General Plan would include earth disturbance, vegetation removal, and other construction activities that could directly impact special-status plant and wildlife species. Indirect impacts could include loss of habitat and degradation of surface waters in the area and downstream. As identified in Section 4.4.4, the 2040 General Plan includes policies and implementation actions that would minimize impacts to natural habitats in the City. The proposed Project supports implementation of these plan policies. Utilizing Appendix G of the CEQA Guidelines, the City concludes that implementation of the 2040 General Plan would have a significant impact on biological resources if it would:

1. 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.
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.
3. Have a substantial adverse effect on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means.
4. 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.
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State Habitat Conservation Plan.

MITIGATION MEASURES FROM 2040 GENERAL PLAN EIR THAT APPLY TO THE PROJECT

All where applicable.

ANSWERS TO CHECKLIST QUESTIONS

Questions A–C

The proposed Project will not result in the creation of hazards, nor will it result in the degradation of the environment. The proposed Project does not permit any land uses in environmentally sensitive areas, nor does it change the regulatory environment for processing project applications. Each subsequent project, post implementation of this ordinance, will continue to be evaluated for potential effects on protected species or habitat for protected species; wetlands; and land identified for conservation or protected by a conservation easement. The proposed Project would not result in impacts relating to biological resources beyond those identified in the EIR because it is not allowing new development by-right or modifying the procedures in place for new projects.

The General Plan policies and implementation actions identified in Section 4.4.4 of the PEIR specifically address the protection of riparian habitat and natural resource areas. In accordance with Policy CON-3.3, the City would consult with CDFW to determine appropriate riparian and wetland buffers for specific projects to preserve existing riparian vegetation.

As required by Implementation Action CON-4.6, the City will amend the zoning ordinance to include habitat protection standards, particularly buffering, for sites abutting areas of natural resource value. Future projects will be reviewed on a case-by-case basis to identify any potential

for a project to adversely affect any riparian habitat or other sensitive natural community, and the City will impose mitigation measures as necessary to avoid/minimize impacts.

In addition to mitigation measures adopted by the City at the individual development project level, related resource agency permits may include additional measures to compensate for impacts on riparian habitat (e.g., purchasing mitigation credits at an approved mitigation bank and/or creating, restoring, or enhancing on-site or off-site habitat).

Impact 4.4-1: Implementation of the 2040 General Plan could have a substantial adverse effect, either directly or through habitat modifications, on a species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS. Significant and Unavoidable Impact.

Impact 4.4-2: Implementation of the 2040 General Plan could have a substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Less-than-Significant Impact.

Impact 4.4-3: Implementation of the 2040 General Plan could have an adverse effect on State or federally protected wetlands, (including, but not limited to, marsh, vernal pool, coastal wetlands, etc.), through direct removal, filling, hydrological interruption, or other means. Less-than-Significant Impact.

Impact 4.4-4: Implementation of the 2040 General Plan could interfere with the movement of 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. Less-than-Significant Impact.

MITIGATION MEASURES

No additional mitigation measures are required.

FINDINGS

The proposed Project would have no additional project-specific environmental effects relating to Biological Resources not already analyzed in the General Plan PEIR.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
4. <u>CULTURAL RESOURCES</u>			
Would the project:			
A) Cause a substantial adverse change in the significance of a historical pursuant to § 15064.5?			X
B) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			X
C) Disturb any human remains, including those interred outside of formal cemeteries?			X

ENVIRONMENTAL SETTING

Prehistoric Context

The City of Shasta Lake lies in what is generally described as the Cascade subregion of the North-eastern California Archaeological Region. The Cascade subregion extends southward from the Oregon border to the Central Valley, between the crest of the Klamath Mountains on the west and the Modoc Plateau on the east. California prehistory is divided into three broad temporal periods that reflect similar cultural characteristics throughout the State: the Paleoindian Period (ca. 9,000 to 6,000 BCE), the Archaic Period (6,000 BCE to CE 500), and the Emergent Period (CE 500 to Historic Contact).

The Archaic Period is divided further into the Lower (6,000 to 3,000 BCE), the Middle (3,000 to 1,000 BCE), and the Upper (1,000 BCE and CE 500) Periods, generally governed by climatic and environmental variables, such as the drying of pluvial lakes at the transition from the Paleoindian to the Lower Archaic Periods (Moratto 1984). Evidence of human occupation in the Cascade subregion dates as early as 10,000 years ago during the Paleoindian Period, although human occupation apparently experienced a hiatus after the Mazama ash fall approximately 7,600 years ago (Moratto 1984).

Ethnographic Context

The City of Shasta Lake lies within the ethnographic territory claimed by the Wintu (Kroeber 1976). The earliest archaeological evidence of human occupation in north central California is from a site located north of the City of Shasta Lake on Squaw Creek, where evidence suggests initial Native American presence around 6,500 years ago (Jensen, 1993). Continuous use of the region is indicated because of evidence from this and other regional sites. It is estimated that the Wintu arrived in the Sacramento Valley approximately 1,000 to 1,200 years ago (LaPena 1978; Moratto 1984). A detailed account of the ethnographic context of the area is included in Section 4.6 (Tribal Cultural Resources) of the Draft PEIR.

Historical Context

The first recorded historical use of the region by European-Americans occurred during the late 1820s and early 1830s, when the trapping expeditions of Jedediah Strong Smith, Peter Skene Ogden, and the Hudson Bay Company entered the Sacramento Valley (Petersen 1965). U.S. possession of California territory coincided with the discovery of gold in the foothills of the Sierra Nevada Mountain range. On January 24, 1848, John Marshall, an employee of a ranch and mill owner named John Sutter, discovered gold on the American River. Subsequently, half of California's population descended upon the region between San Francisco and the Sierra Nevada foothills, with the former's population alone growing from fewer than 1,000 people at the beginning of 1848 to more than 26,000 by year's end.

Key events that contributed to settlement and population increases in Shasta County include Pearson B. Reading's discovery of gold on Clear Creek in 1848 and the subsequent California Gold Rush that began in late 1849; the arrival of the Central Pacific Railroad in 1872; the copper mining boom that began in the late 1880s; and the Central Valley Project (CVP) of 1935 and construction of Shasta Dam (Smith 1999).

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, cultural resource impacts may be considered significant if the proposed project would result in one or more of the following:

1. Cause a substantial change in the significance of a historical or archaeological resource as defined in CEQA Guidelines Section 15064.5 or
2. Directly or indirectly destroy a unique paleontological resource.

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The General Plan PEIR evaluated the potential effects of development under the 2040 General

Plan on prehistoric and historic resources, which includes its implementation through necessary municipal code amendments. The PEIR identified no significant and unavoidable effects on historic resources and archaeological resources. The 2040 General Plan incorporates a substantial number of goals, policies, and implementation actions related to the protection of historical and cultural resources. (See PDEIR Chapter 4.5., Section 4.5.4 and Chapter 4.6 Tribal Cultural Resources). Based on Appendix G of the CEQA Guidelines, the City concluded that implementation of the 2040 General Plan, which includes the Project, could have a significant impact on cultural resources if it would:

1. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5.
2. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to CEQA Guidelines §15064.5.
3. Disturb any human remains, including those interred outside of dedicated cemeteries.

In addition, based on Appendix G of the CEQA Guidelines, the City concludes that implementation of the 2040 General Plan including the Project, could have a significant impact if it would cause a substantial adverse change in the significance of a *tribal cultural* resource as defined in PRC §21074 that is:

1. Listed or eligible for listing in the California Register of Historical Resources (CRHR), or in a local register of historical resources; or
2. Is determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in PRC §5024.1(c)1, taking into consideration the significance of the resource to a California Native American tribe.

Impact Analysis (PEIR)

Impact 4.5-1: Implementation of the 2040 General Plan could cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5. Less-than-Significant Impact

Impact 4.5-2: Implementation of the 2040 General Plan could have a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5. Less-than-Significant Impact

Impact 4.5-3: Implementation of the 2040 General Plan could disturb human remains, including those interred outside of dedicated cemeteries. Less-than-Significant Impact

Impacts 4.6-1 and 4.6-2: Implementation of the 2040 General Plan could cause a substantial adverse change in the significance of a tribal cultural resource, as defined in PRC §21074, that is eligible for listing in the CRHR or a local register or is determined by the City to be significant pursuant to the criteria in PRC §5024.1(c). Less-Than-Significant Impact

MITIGATION MEASURES FROM 2040 GENERAL PLAN PEIR THAT APPLY TO THE PROJECT

None, beyond those identified in the PEIR.

ANSWERS TO CHECKLIST QUESTIONS

Questions A - C

The proposed Project would not affect the location or density of development and would not encourage development that could have impacts on cultural resources that were not evaluated in the PEIR. The Project does not propose any projects for future development beyond what was analyzed in the 2040 General Plan PEIR. Implementing the proposed Project consistent with the policies and direction of the 2040 General Plan would not affect or modify City policies or development regulations addressing

cultural resources. The Project does not change the required review for development projects located within a historic district which may be listed on the Shasta Lake register, the National Register of Historic Places, or the California Register of Historical Resources, nor does it change the review for projects located on sites that may contain archaeological resources or human remains. The Project does not propose any development on culturally sensitive lands.

MITIGATION MEASURES

No mitigation measures are required.

FINDING

The proposed Project would have no project-specific environmental effects relating to Cultural Resources, beyond those identified in the 2040 General Plan PEIR.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p><u>5.GEOLOGY AND SOILS</u></p> <p>Would the project allow a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards?</p>			<p style="text-align: center;">x</p>

Discussion:

ENVIRONMENTAL SETTING

Topography and Geology

The City of Shasta Lake is situated at the far north end of the Sacramento Valley at the point where the valley meets the foothills of the Klamath and Cascade mountain ranges. Topography in the City varies considerably, with elevations ranging between ±650 feet to ±1,800 feet. The steepest areas are located generally in the northwestern areas of the City.

According to the California Geological Survey (CGS), California has 11 geomorphic provinces, which are naturally defined regions that display distinct landscapes or landforms. Defining features in each region are based on geology, faults, topographic relief, and climate (CGS, 2002). The Shasta County area encompasses four of the geomorphic provinces: the Cascade Range, Klamath Mountains, Coastal Range, and the Great (Central) Valley (USDA, 1974). The City of Shasta Lake encompasses two of these geomorphic provinces: the Klamath Mountains and the Great Valley.

The Klamath Mountains geomorphic province encompasses the northern and western areas of the city and is the most complex of all of the provinces in the County in terms of geology and geological history. Earlier studies divided this province into the following four major lithic belts of contrasting age, listed in order from east to west and youngest to oldest: Eastern Klamath (Paleozoic), Central Metamorphic, Western Paleozoic and Triassic, and Western Jurassic belts (Geological Society of American, 2006). The City is located within the Western Paleozoic and Triassic belt, which are comprised of interbedded metavolcanic and metasedimentary rocks, ranging in age from Middle Devonian to Late Triassic (California Division of Mines and Geology [DMG], 1973).

The Great Valley geomorphic province encompasses the southeastern area of the City and is comprised primarily of marine sandstone, shale, and conglomerate. Rocks in this province date to the Cretaceous and Tertiary ages.

Seismicity

Although all of California is regarded as seismically active, the city does not commonly experience strong ground shaking resulting from earthquakes along known or previously unknown active faults. There are isolated areas within the city that have soils and other conditions which could result in structural damage induced by seismic activity. Seismic hazards that may affect portions of the city during, or in the aftermath of, a major seismic event may include minor ground shaking and liquefaction. The nearest potentially active mapped fault is the Battle Creek Fault, located ± 20 miles south of the City near Cottonwood. The eastward-trending Battle Creek Fault zone is a system of closely parallel faults. The Battle Creek Fault is a normal fault with a length of about 20 miles, with a dip angle of 75 degrees, a southerly dip direction, and a slip rate of ± 0.03 inches per year. It is estimated that the Battle Creek Fault could result in an earthquake with up to a 6.5 moment-magnitude (M) (USGS, 2012c). Seismic events are common in the area; however, most are below M3.0 and are not felt by people in the surrounding area.

Soils

The Natural Resources Conservation Service (NRCS) has mapped more than 32 individual soil units in the city of Shasta Lake. A list of the mapped units and a general description are included in Table 4.8-2 of the General Plan PEIR. Portions of the city may be susceptible to soil hazards such as erosion, shrink/swell potential (expansive soils), and subsidence. Although erosion occurs naturally, it is often accelerated by human activities that disturb soil and vegetation. Erosion potential is generally identified on a case-by-case basis, depending on factors such as climate, soil cover, slope conditions, and inherent soil properties.

Shrink/swell potential refers to soils that expand when wet and shrink when dry. This hazard occurs primarily in soils with high clay content and can cause structural damage to foundations and roads that do not have proper structural engineering. Areas with greater shrink/swell potential are generally less suitable or desirable for development than areas with non-expansive soils. The soil units present within the city of Shasta Lake exhibit low to moderate shrink/swell potential. As with seismic hazards, site-specific geotechnical studies are required to identify where such hazards could occur.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact is considered significant if it allows a project to be built that will either introduce hazards by allowing the construction of the project on such a site without protection against those hazards.

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 4.8 of the PEIR evaluated the potential effects in the General Plan Policy Area related to seismic hazards, underlying soil characteristics, slope stability, erosion, existing mineral resources, and paleontological resources. Implementation of the policies in the 2040 General Plan reduces all effects to a less-than-significant level.

Impact 4.8-1: Implementation of the 2040 General Plan could directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map or based on other substantial evidence of a known fault. ii.

Strong seismic ground shaking and seismic-related ground failure, including liquefaction and lateral spreading. iii. Landslides. Less-than-Significant Impact.
Impact 4.8-2 Implementation of the 2040 General Plan could result in substantial soil erosion or the loss of topsoil. Less-than-Significant Impact

Impact 4.8-3 Implementation of the 2040 General Plan would not result in development on land that may experience significant subsidence. No Impact

Impact 4.8-4 Implementation of the 2040 General Plan could result in development on expansive soils, resulting in substantial direct or indirect risks to life or property. Less-than-Significant Impact

MITIGATION MEASURES FROM 2040 GENERAL PLAN EIR THAT APPLY TO THE PROJECT

None beyond those identified in the 2040 General Plan PEIR.

ANSWERS TO CHECKLIST QUESTIONS

Question A

The Project does not propose any specific projects for future development beyond what was analyzed in the 2040 General Plan FPEIR. Implementing the Project would not significantly affect or alter existing City policies, or development regulations that address geology and soils. Any future development would be subject to the Shasta Lake Municipal Code provisions related to grading, erosion, and sediment control (see Title 13, Title 15, and Title 17). The proposed Project does not include any policies that conflict with or supersede the City's existing development and design review standards related to soil or geologic conditions.

MITIGATION MEASURES

No additional mitigation measures are required.

FINDINGS

The proposed Project would have no environmental effects relating to Geology and Soils.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>6. <u>HAZARDS</u></p> <p>Would the project:</p> <p>A) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities?</p>			X
<p>B) Expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials?</p>			X
<p>C) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities?</p>			X

Discussion:

See Section 4.9 “Hazards and Hazardous Materials” of the Shasta Lake 2040 General Plan Programmatic Environmental Impact Report for complete analysis and discussion.

Hazards and Hazardous Materials Use

Hazardous materials are routinely used, stored, and transported in the city of Shasta Lake by businesses (including industrial and commercial/retail businesses), public and private institutions (such as educational facilities and hospitals), and households. The Shasta County Environmental Health Division maintains a database of all businesses in the City of Shasta Lake using hazardous materials in excess of the threshold quantities (55 gallons for a liquid, 200 cubic feet for a compressed gas, and 500 pounds for a solid). Businesses in the city that use and store hazardous materials in quantities subject to Federal and State regulations that require community notification are required to prepare and submit a Hazardous Materials Management Plan (or “Business Plan”) and/or Risk Management Plans (RMPs), as appropriate.

Sites with Known Contamination

The city of Shasta Lake contains sites that were historically contaminated but have been remediated, as well as sites that are known, or believed to be, contaminated that are currently being characterized or cleaned-up. Contamination may have resulted from lack of awareness, accidental occurrences, intentional actions, and historical business practices that pre-date current regulatory standards. Federal and State agencies responsible for hazardous materials management, along with the County of Shasta, maintain databases of such sites. Table 4.9-1 of the General Plan PEIR identifies the locations of active hazardous materials/wastes cleanup sites within the City limits as of May 5, 2022. It should be noted that the most significant clean-up case in the City, Valley Plating at 3920 El Cajon Avenue, was closed in April 2022 after years of monitoring and remediation activities.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact is considered significant if the proposed project would:

1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
2. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
3. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would create a significant hazard to the public or the environment.
4. Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.
5. For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area.

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN PEIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The General Plan Update PEIR evaluated the potential effects of development on hazardous materials and emergency response. Development envisioned in the General Plan could result in the exposure of people to hazards and hazardous materials during construction activities, and exposure of people to hazards and hazardous materials during the life of the General Plan. Impacts related to construction activities and commercial and industrial operations were found to be less than significant with implementation of adopted General Plan policies. Policies included in the 2040 General Plan will reduce the identified impacts to a less than significant level.

As stated in Section 4.9.3 (Regulatory Framework), there are stringent federal, State, and local regulations and requirements that apply to all development that involves hazardous materials. Proposed projects in the City that have a potential for adverse effects associated with hazardous materials are referred to applicable State and local agencies for review. These agencies include, but may not be limited to, the DTSC, CVRWQCB, SCEHD, Shasta County Air Quality Management District, and the SLFPD.

It is the responsibility of the City's Building Official to review final construction plans and documents to ensure that the appropriate level of review has occurred, that necessary hazardous materials plans have been completed, and that all required regulatory agency permits have been acquired.

Therefore, compliance with the General Plan policies and implementation actions, and the regulations identified in Section 4.9.3, ensures that potential impacts associated with hazards and hazardous materials would be less than significant.

IMPACT ANALYSIS (PEIR)

Impact 4.9-1: Implementation of the 2040 General Plan (including the Project) could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Less-than-Significant Impact.

Impact 4.9-2: Development under the 2040 General Plan could emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Less-than-Significant Impact

Impact 4.9-3: Development under the 2040 General Plan could be located on a site that is included on

a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would create a significant hazard to the public or the environment. Less-than-Significant Impact

Impact 4.9-4: Implementation of the 2040 General Plan would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. No Impact

MITIGATION MEASURES FROM 2040 GENERAL PLAN PEIR THAT APPLY TO THE PROJECT

None, other than compliance with adopted General Plan policies and implementation measures..

ANSWERS TO CHECKLIST QUESTIONS

Questions A–C

The proposed Project would not encourage the use of hazardous materials or increase the exposure to such materials, nor does it permit unregulated hazardous uses. Adoption of the proposed Project would not affect or modify existing City policies or development regulations addressing hazards. Implementing the proposed Project would not cause the release of any hazardous materials into the environment, nor would it create hazardous conditions. Regulations related to hazardous materials and waste are implemented by several government agencies that have established regulations and protocols regarding the proper transportation, handling, management, use, storage, and disposal of hazardous materials for specific operations and activities. All development that involves regulated hazardous material would continue to be subject to the applicable hazardous regulations and would be fully studied and conditioned with appropriate mitigation measures as needed. The proposed Project does not change the existing regulations for handling hazardous materials. The proposed Project would not cause an increase in exposure to hazardous materials beyond that which was evaluated in the EIR.

MITIGATION MEASURES

No additional mitigation measures are required.

FINDINGS

The proposed Project would have no additional, new or unstudied project-specific environmental effects relating to Hazards.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>7. HYDROLOGY AND WATER QUALITY Would the project:</p> <p>A) Substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or development of the project?</p>			X
<p>B) Substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood?</p>			X

Discussion:

See Section 4.10 “Hydrology – Water Quality” of the Shasta Lake 2040 General Plan Update Programmatic Environmental Impact Report for complete analysis and discussion. This section describes applicable regulations associated with hydrology and water quality and evaluates whether implementation of the 2040 General Plan would violate water quality standards or waste discharge requirements, impede sustainable groundwater management, or substantially alter the existing drainage pattern of the area.

ENVIRONMENTAL SETTING

The City of Shasta Lake is located within the Stillwater-Churn Creek Watershed, which encompasses ±77,735 acres. The headwaters of both Stillwater Creek and Churn Creek originate in the hills between Redding and Lake Shasta and flow in a north to south direction, entering the Sacramento River south of Redding. The steep, hilly headwaters constitute a heavy precipitation zone that typically receives over 60 inches of rain annually in non-drought years. Figure 4.10-1 of the PEIR identifies regional watersheds in relation to the City of Shasta Lake as identified by the U.S. Geological Survey (USGS) National Hydrography Dataset (NHD). Boundaries are shown for hydrologic unit codes (HUC) 8, 10, and 12.

Climate and Precipitation: Climactic conditions in the City are characterized by a Mediterranean climate with cool, wet winters and hot, dry summers. The average annual temperature is about 75 degrees Fahrenheit (° F). Monthly mean maximum temperatures range from a high of 95° F in July to a low of 31° F in January. Daily high temperatures commonly exceed 100° F during the summer. Precipitation is about 63 inches per year in a non-drought year.

Surface Water/Drainage: The three major streams in the city are Churn Creek, Salt Creek, and Moody Creek, each of which drains sizeable areas ranging between 2,400 and 6,000 acres. Salt Creek collects runoff from the central core of Shasta Lake and converges with Churn Creek in the City of Redding. Moody Creek drains a small area in the northeastern area of the city. Additional streams that flow through the City of Shasta Lake include Rich Gulch Creek, Little Churn Creek, Nelson Creek, and Rancheria Creek. The drainage pattern in the city generally flows from the northwest to the southeast.

Available data indicate that water quality is generally good; however, there have been concerns with turbidity and suspended solids generated by local construction and from channel erosion sources. High sediment loads can be carried to the Sacramento River during peak runoff events. There is also a potential for elevated bacterial concentrations from urban runoff, failing septic systems, and

domestic livestock. The City's storm drain system consists of natural and manmade open channels and ditches, and a system of storm drain pipes, inlets/outlets, area drains, and catch basins. Runoff from new development projects is commonly controlled and treated with detention basins and related facilities.

Groundwater and Groundwater Recharge: The City of Shasta Lake is not included in a State-designated groundwater basin. Non-basin areas generally consist of impermeable rocks, where groundwater is found in fractures or other voids. In non-basin areas, groundwater typically yields quantities sufficient only for limited domestic use or for agricultural stock use (DWR, 2021).

Groundwater use in the City has been limited to a few domestic wells for individual single-family homes. Although not a considerable source of water supply, non-basin areas provide for groundwater recharge, which occurs when water seeps into the ground to replenish underground aquifers. The City is located immediately north and west of the Enterprise Groundwater Subbasin, and recharge within the City may benefit the aquifer system. Groundwater recharge in the City is mostly by infiltration of stream flows.

Flooding: Past flood events in the City have been primarily localized, and caused by rainfall volumes exceeding the capacity of storm drain facilities. Heavy seasonal rainfall occurs typically between November and May, and has resulted in backyard flooding, flooding garages, and some street flooding. Flooding also occurs in areas adjacent to creeks following prolonged rain events that generate a high volume of runoff in areas with saturated soils from previous rain events. The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) identify several properties in the City within designated flood hazard zones. These areas are shown in Figure 4.10-2 of the PEIR.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts to hydrology and water quality may be considered significant if construction and/or implementation of the Proposed Project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan FPEIR:

- substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or development of the Specific Plan or
- substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood.

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN PEIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 4.10 of the PEIR evaluates the potential effects of the 2040 General Plan related to surface water, groundwater, flooding, stormwater and water quality. Implementation of policies included in the 2040 General Plan, including regional cooperation, comprehensive flood management, construction of adequate drainage facilities with new development, enforcement of existing regulations, and protection of creeks were identified and reduced all impacts to a less-than-significant level as follows:

Impact 4.10-1: Implementation of the 2040 General Plan could violate water quality standards or waste discharge requirements by substantially degrading surface or groundwater quality.
Less-than-Significant Impact

Impact 4.10-2: Implementation of the 2040 General Plan would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.
Less-than-Significant Impact

Impact 4.10-3: Implementation of the 2040 General Plan would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the

project may impede sustainable groundwater management of the basin. Less-than-Significant Impact

Impact 4.10-4: Implementation of the 2040 General Plan would not substantially alter existing drainage patterns, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:

- a. Result in substantial erosion or siltation on- or off-site or provide substantial additional sources of polluted runoff.
- b. Substantially increase the rate or amount of surface runoff and result in flooding on- or off-site.
- c. Substantially create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems.
- d. Impede or redirect flood flows.

Less-than-Significant Impact

MITIGATION MEASURES FROM 2040 GENERAL PLAN PEIR THAT APPLY TO THE PROJECT

None.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

Implementing the proposed Project would not affect or modify existing City policies addressing water quality or flooding. The Project does not modify regulations regarding building or construction practices that could increase runoff that would negatively affect drainage patterns. Development that may occur because of these changes would be required to comply with the requirements for drainage and stormwater runoff improvement as reviewed and approved by the City and other regulatory agencies prior to building permit issuance.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed Project would have no additional project-specific environmental effects relating to Hydrology and Water Quality.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>8. <u>NOISE</u></p> <p>Would the project:</p> <p>A) Result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases?</p>			x
<p>B) Result in residential interior noise levels of 45 dBA L_{dn} or greater caused by noise level increases due to the project?</p>			x

C)	Result in construction noise levels that exceed the standards in the City of Shasta Lake Noise Ordinance?			x
D)	Permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction?			x
E)	Permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations?			x
F)	Permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic?			x

DISCUSSION:

ENVIRONMENTAL SETTING

Land uses within the city of Shasta Lake include a range of residential, commercial, institutional, industrial, recreational, and open space areas. Although there are many noise sources within the city, the primary noise source is traffic. Significant noise sources in the City include traffic noise on Interstate 5 (I-5) and major roadways in the City; Union Pacific Railroad (UPRR) line operations, and noise associated with commercial and industrial operational activities.

Section 4.13 Noise of the General Plan PEIR describes the existing ambient noise environment in the City of Shasta Lake and potential increases in noise levels that could occur as a result of implementation of the 2040 General Plan. This section also describes existing and future sensitive receptors that could be most impacted by increases in noise levels from mobile and stationary sources.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts due to noise may be considered significant if construction and/or implementation of the Proposed Project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan FPEIR:

- Result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project’s noise level increases;
- Result in residential interior noise levels of 45 dBA L_{dn} or greater caused by noise level increases due to the project;
- result in construction noise levels that exceed the standards in the City of Shasta Lake General Plan;
- permit adjacent residential and commercial areas to be exposed to excessive vibration due to highway traffic and rail operations; or

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The EIR evaluated the potential for development under the 2040 General Plan to increase noise

levels in the community. New noise sources include vehicular traffic, railways, and stationary sources. The General Plan policies establish exterior and interior noise standards. A variety of policies provide standards for the types of development envisioned in the General Plan. Plan policies require new residential, mixed-use, commercial and industrial development to mitigate the effects of noise from operations on adjoining sensitive land uses, calls for the City to limit hours of operations to minimize disturbance to nearby residences. Because mitigation measures would be implemented as necessary to minimize construction and operational noise, and the Building Official would review all construction documents to ensure that mitigation measures are incorporated into construction and improvement plans, noise impacts associated with development under the 2040 General Plan were determined to be less than significant. Because the Project does not modify General Plan policies, adoption of the IZO would not result in a significant impact.

Impact 4.13-1: Implementation of the 2040 General Plan could cause a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or of applicable standards of other agencies. If construction activities occur in close proximity to sensitive receptors, mitigation measures would be implemented to provide noise attenuation, such as temporary barriers between sensitive receptors and construction activities. Less-than-Significant Impact

Impact 4.13-2: Implementation of the 2040 General Plan could cause excessive ground-borne vibration or ground-borne noise levels. Development under the Project would be reviewed based on the above guidelines for assessing structural damage and human annoyance, or similar guidelines that may be available in the future. Mitigation would be implemented as necessary to ensure that developments do not result in adverse effects related to vibration. Less-than-Significant Impact

Impact 4.13-3: Implementation of the 2040 General Plan, including the proposed Project could expose people residing or working in the project area to excessive noise levels from a private airstrip. Mitigation measures would be implemented as necessary to ensure compliance with the City's noise level standards. Less-than-Significant Impact

MITIGATION MEASURES FROM 2040 GENERAL PLAN PEIR THAT APPLY TO THE PROJECT

None except those identified in the PEIR.

ANSWERS TO CHECKLIST QUESTIONS

Questions A–F

All properties are subject to the City's noise regulations and the proposed Project does not include amendments related to the City's noise standards nor does it exempt any land use from these standards. The proposed Project does not encourage uses or support activities that would generate noise levels beyond what was analyzed in the 2040 General Plan PEIR and therefore would not result in any new impacts.

MITIGATION MEASURES

No mitigation measures are required.

Findings

The proposed Project would have no new project-specific environmental effects relating to Noise.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>9. PUBLIC SERVICES</p> <p>Would the project result in the need for new or altered services related to fire protection, police protection, school facilities, roadway maintenance, or other governmental services beyond what was anticipated in the 2040 General Plan?</p>			X

Discussion

Section 4.15 of the PEIR for describes public services within the city and evaluates whether implementation of the 2040 General Plan would result in the need for new or expanded public services/facilities and whether construction or expansion of such facilities would result in significant environmental impacts.

Environmental Setting

Fire Protection

Fire protection, fire prevention, and emergency medical services in the city are provided by the Shasta Lake Fire Protection District (SLFPD), a special district separate from the City. The SLFPD provides services within the city limits as well as one square mile east of the city in unincorporated Shasta County. The current service area for SLFPD is ±8,320 acres (±13 square miles). The SLFPD’s sphere of influence (SOI) includes an additional ±6,875 acres (±10.74 square miles) of land west and north of the city limits. The SLFPD responds to an average of ±1,500 calls per year, the majority of which are emergency medical and rescue calls. The SLFPD currently owns three fire stations within the city limits. The SLFPD maintains an ISO rating of 3 for properties within five road miles of a fire station and within 1,000 feet of a credible water supply. The rating is 3Y for properties within five road miles of a fire station, but more than 1,000 feet from a credible water supply (Pers. comm., S. Toso, SLFPD, 2022).

Police Protection

The City contracts with the Shasta County Sheriff’s Office to provide law enforcement services in the City. The Shasta Lake Sheriff’s Station is located at 4488 Red Bluff Street in the City, adjacent to City Hall. Staff includes one lieutenant, two sergeants, ten deputies, one community service officer, and two cadets. Additional services are available to the City from specialty teams through the County Sheriff’s Office: the Major Crimes Unit, which investigates both crimes against people and crimes against property; the K-9 Team, which assists with narcotics searches, physical apprehensions, and arrests; the Special Weapons and Tactics Team (SWAT), which responds to critical incidents; and the Bomb Squad. The Shasta Lake Sheriff’s Office also has a citizen volunteer patrol, a community-based crime prevention program that patrols neighborhoods, conducts business and neighborhood watch activities, and reports suspicious persons and activities to the Sheriff’s Office.

Schools

Public schools in the city are located within the Gateway Unified School District (GUSD). GUSD was officially organized in 1991 and covers ±500 square miles, including the entirety of the City of Shasta Lake and portions of the City of Redding and unincorporated areas of Shasta County. The District offices are located on Mountain Lakes Boulevard in the City of Redding. As shown in Figure 4.15-1 of the PEIR, public schools within the City of Shasta Lake are Central Valley High School on La Mesa

Avenue (grades 9-12), Mountain Lakes Continuation High School (grades 10-12) and Gateway Community Day School (grades 7-12) on Shasta Dam Boulevard, Grand Oaks Elementary School on Grand Avenue (transitional kindergarten [TK]-grade 5), and Shasta Lake School on Vallecito Street (grades TK-8) (California Department of Education, 2021).

Public Health and Other Public Services

The Shasta County Health and Human Services Agency (HHS) provides public health services in the city at their regional office on Shasta Dam Boulevard. Services include enrollment assistance for the CalFresh (food stamps) and MediCal programs, CalWORKs employment services, cash assistance, and behavioral health services. HHS also aids with housing programs for low-income community members. Women, Infants, and Children (WIC) services are also available at the Shasta Lake HHS office.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact would be considered significant if the Project resulted in the need for new or altered services related to fire protection, police protection, school facilities, roadway maintenance, or other governmental services beyond what was anticipated in the 2040 General Plan.

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The PEIR evaluated the potential effects of the 2040 General Plan on various public services. These include parks and police, fire protection, schools, and public services. As an implementation tool of the General Plan, the IZO does not modify or in any way alter the demand for public services. The General Plan identifies that adequate staffing levels for police and fire are important for the long-term health, safety and well-being of the community. The PEIR concluded that effects would be less than significant. General Plan policies require the City to consider impacts of new development on all public services including police, fire, and schools. A complete listing of applicable policies is identified in Section 4.15 of the PEIR.

Impact 4.15-1: Implementation of the 2040 General Plan could result in the need for new and/or expanded fire protection facilities, the construction of which could cause significant environmental impacts. Less-than-Significant Impact.

Impact 4.15-2: Implementation of the 2040 General Plan could result in the need for new and/or expanded police protection facilities, the construction of which could cause significant environmental impacts. Less-than-Significant Impact.

Impact 4.15-3: Implementation of the 2040 General Plan could result in the need for new and/or expanded school facilities, the construction of which could cause significant environmental impacts. Less-than-Significant Impact.

Impact 4.15-4: Implementation of the 2040 General Plan could result in the need for new and/or expanded public health and/or other public services facilities, the construction of which could cause significant environmental impacts. Less-than-Significant Impact.

MITIGATION MEASURES FROM 2040 GENERAL PLAN PEIR THAT APPLY TO THE PROJECT

None.

ANSWER TO CHECKLIST QUESTION

The proposed Project would not affect or modify existing City policies, development regulations, or design standards that affect public services. The city has structured its development impact fees to

provide adequate public infrastructure and services for new development. Impacts of new development would continue to be addressed at a project level through objective design and development standards, building codes, fee payment, and other means deemed acceptable to service providers. The proposed Project would not affect the City's infrastructure planning in this regard.

The proposed Project would not result in any reasonably foreseeable increase in demand for police, fire, or emergency services. These services are now provided in the City and would continue to be provided as needed. No new effects on public services would occur as a result of adoption of the proposed Project. The proposed Project is consistent with the goals and policies of the 2040 General Plan and PEIR. The PEIR evaluated the cumulative effects of development that could occur under the 2040 General Plan, and the project would result in no additional significant environmental effects not previously analyzed.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed Project would have no additional project-specific environmental effects relating to Public Services.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
10. <u>RECREATION</u> Would the project: A) Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities?			x
B) Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2040 General Plan?			x

Discussion

Section 4.16 Recreation of the PEIR describes existing parks and recreational facilities in the City and identifies potential impacts on such facilities that could result from implementation of the 2040 General Plan. This section also describes environmental impacts that could occur with construction of new parks and recreational facilities that would be required under the 2040 General Plan.

ENVIRONMENTAL SETTING

Shasta Lake residents have access to a variety of parks and recreational facilities within and adjacent to the city, including community and neighborhood parks, bicycle lanes/routes, and walking paths. Informal off-road trails are located along Churn Creek and on other undeveloped land throughout the city. Although steep terrain, the existence of water features and drainage corridors, and the reach of the floodplain in the city impact the development potential of certain areas in the city, these areas are often conducive to parks and recreational uses (MIG, 2005). The City of Shasta Lake is the primary provider of parks and recreational facilities in the Planning Area. The Gateway Unified School District also provides a variety of athletic facilities that contribute to the diversity of facilities in the city.

The City's 2005 Park System Master Plan (MIG, 2005) identifies existing parks and recreational facilities in the city and identifies recommended improvements to the existing parks. The Plan envisions a park system that would serve Shasta Lake's entire population with interconnected and conveniently located parks facilities. The Master Plan also recommends new facilities to be constructed as population growth in the city increases the demand for parks and recreational facilities. Table 4.16-1 identifies current parks facilities in the city.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts to recreational resources are considered significant if the proposed project would do either of the following:

- cause or accelerate substantial physical deterioration of existing area parks or recreational facilities; or
- create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2040 General Plan.

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 4.16 of the PEIR considered the effects of the 2040 General Plan on the City's existing parkland, urban forest, recreational facilities, and recreational services. The General Plan identified a goal of providing an integrated park and recreation system in the city. New residential development will be required to dedicate land, pay in-lieu fees, or otherwise contribute a fair share to the acquisition and development of parks and recreation facilities. Impacts were considered less than significant after application of the applicable General Plan policies which can be reviewed in Section 4.16.4 of the General Plan PEIR.

Impact 4.16-1: Implementation of the 2040 General Plan could increase the use of existing neighborhood and regional parks and other recreational facilities in a manner that substantial physical deterioration of such facilities could occur or be accelerated. Less-than-Significant Impact

Impact 4.16-2: Implementation of the 2040 General Plan could result in the construction or expansion of recreational facilities, which may have an adverse physical effect on the environment. Less-than-Significant Impact

MITIGATION MEASURES FROM 2040 GENERAL PLAN PEIR THAT APPLY TO THE PROJECT

No new mitigation required.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

Implementing the proposed Project would not affect or modify existing General Plan policies, development regulations, or design standards that affect recreational facilities. The proposed Project would not result in a substantial increased demand for recreational facilities that has not already been addressed in the 2040 General Plan and PEIR. The proposed Project does not change the City’s recreation and open space standards or implementation requirements of the General Plan.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed Project would have no additional project-specific environmental effects relating to Recreation.

Issues:	Effect will be studies in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>11. <u>TRANSPORTATION AND CIRCULATION</u> Would the project:</p> <p>A) Roadway segments: degrade peak period Level of Service (LOS) from A,B,C or D (without the project) to E or F (with project) or the LOS (without project) is E or F, and project generated traffic increases the Volume to Capacity Ratio (V/C ratio) by 0.02 or more.</p>			x
<p>B) Intersections: degrade peak period level of service from A, B, C or D (without project) to E or F (with project) or the LOS (without project) is E or F, and project generated traffic increases the peak period average vehicle delay by five seconds or more.?</p>			x
<p>C) Freeway facilities: off-ramps with vehicle queues that extend into the ramp’s deceleration area or onto the freeway; project traffic increases that cause any ramp’s merge/diverge level of service to be worse than the freeway’s level of service; project traffic increases that cause the freeway level of service to deteriorate beyond level of service threshold defined in the Caltrans Route Concept Report for the</p>			x

facility; or the expected ramp queue is greater than the storage capacity?			
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D)	Transit: adversely affect public transit operations or fail to adequately provide for access to public?			X
E)	Bicycle facilities: adversely affect bicycle travel, bicycle paths or fail to adequately provide for access by bicycle?			X
F)	Pedestrian: adversely affect pedestrian travel, pedestrian paths or fail to adequately provide for access by pedestrians?			X

Discussion

Section 4.17 “Transportation” of the PEIR identifies applicable regulations pertaining to transportation and evaluates the potential impact of implementation of the 2040 General Plan on the City’s circulation system, including public transit, roadways, and bicycle and pedestrian facilities, and addresses potential conflicts with programs, plans, ordinances, and policies related to the maintenance and expansion of the circulation system.

ENVIRONMENTAL SETTING

Roadway Network: The street and highway classification system is based on functional categories used by federal, state, county, and regional agencies. The city identifies the designation of the street system within its boundaries, and many of these street classifications are incorporated into the plans and programs of other agencies. Functional classification is used in determining eligibility for federal funding and other transportation-related grant programs. As described in detail in the PEIR, the functional classification system categorizes roadways as interstates, freeways/expressways, arterials (major and minor), collectors (major and minor), and local, based on the characteristics and function of the road. Roads within the City that have been officially designated by Caltrans, and future roads identified by the city, are shown in Figure 4.17-1 of the PEIR.

The city is served by one interstate route, Interstate 5 (I-5). I-5 bisects the southeastern area of the city. There are three interchanges within the city: at Pine Grove Avenue, State Route (SR) 151 (Shasta Dam Boulevard), and Old Oregon Trail/Wonderland Boulevard. There are currently no roadways in the city that are designated as principal/major arterials.

Future Streets. As areas in the city develop, new roadways will be constructed and or extended. Depending on location and characteristics, the classification of roads may change. For example, the future extension of Shasta Gateway Drive would connect to Cascade Boulevard or Oasis Road, which may change the classification of Shasta Gateway Drive and Ashby Road south of Pine Grove Avenue to major collectors.

A Traffic Impact Analysis (TIA) for the 2040 General Plan Update was prepared by Ganddini Group in February 2022 to assess the City’s roadway system and future operational conditions that would be expected because of implementation of the 2040 General Plan. The TIA is included as Appendix E to the PEIR. The TIA evaluated 19 intersections and 48 roadway segments within the city. The TIA was based, in part, on traffic counts that were taken during February and December in 2020 as part of a separate City project. The 2020 traffic counts were compared to other historic traffic counts, and the more conservative (higher intensity) data was used. Peak-hour counts for each intersection were identified as the four consecutive 15-minute periods with the highest total volume when all movements were added together. LOS D, E, or F operations are considered deficient for intersections and roadways within the City’s jurisdiction.

As shown in Table 4.17-4 of the PEIR, three of the 19 study intersections are currently operating below LOS C. As shown in Table 4.17-5, four of the 19 study intersections would operate below LOS C under

the future General Plan buildout condition. As documented in the TIA, all 48 roadway segments in the city that were analyzed in the TIA are currently operating at an acceptable LOS. The City has established LOS C as the minimum standard for intersections and roadways within the City of Shasta Lake. In addition, all 48 roadway segments would continue to operate at acceptable levels at buildout of the 2040 General Plan, and no major improvements to roadways are required to accommodate vehicular traffic.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts resulting from changes in transportation or circulation may be considered significant if construction and/or implementation of the Proposed Project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan FPEIR:

Roadway Segments

- the traffic generated by a project degrades peak period Level of Service (LOS) from A, B, C to D (without the project) or D (with project) or
- the LOS (without project) is D or worse, and project generated traffic increases the Volume to Capacity Ratio (V/C ratio) by 0.02 or more.

Intersections

- the traffic generated by a project degrades peak period level of service from A, B, C to D (without project) or D (with project); or
- the LOS (without project) is E or worse, and project generated traffic increases the peak period average vehicle delay by five seconds or more.

Freeway Facilities

Caltrans considers the following to be significant impacts.

- off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway;
- project traffic increases that cause any ramp's merge/diverge level of service to be worse than the freeway's level of service;
- project traffic increases that cause the freeway level of service to deteriorate beyond level of service threshold defined in the Caltrans Route Concept Report for the facility; or
- the expected ramp queue is greater than the storage capacity.

Transit

- adversely affect public transit operations or
- fail to adequately provide access to public transit.

Bicycle Facilities

- adversely affect bicycle travel, bicycle paths or
- fail to adequately provide access by bicycle.

Pedestrian Circulation

- adversely affect pedestrian travel, pedestrian paths or
- fail to adequately provide access by pedestrians.

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Transportation and circulation were discussed in detail in the PEIR (see Chapter 4.17). The 2040

General Plan includes substantial goals, policies, and implementation actions related to transportation which can be reviewed in Section 4.17 of the PEIR. While the General Plan includes numerous policies that direct the development of the City's transportation system, the PEIR concluded that development expected under the 2040 General Plan would result in significant and unavoidable effects in specified impact areas. See Impact 4.17-2 for significant and unavoidable impacts related to the transportation system.

Impact 4.17-1 Implementation of the 2040 General Plan would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, and bicycle and pedestrian facilities. No Impact

Impact 4.17-2 Implementation of the 2040 General Plan could conflict with criteria for analyzing transportation impacts based on vehicle miles traveled (VMT) pursuant to CEQA Guidelines §15064.3(b). Significant and Unavoidable Impact and no feasible mitigation measures are available.

Impact 4.17-3 Implementation of the 2040 General Plan could increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Less-than-Significant Impact

Impact 4.17-4 Implementation of the 2040 General Plan would not result in inadequate emergency access. No Impact

MITIGATION MEASURES FROM 2040 General PLAN PEIR THAT APPLY TO THE PROJECT

None.

ANSWERS TO CHECKLIST QUESTIONS - *Questions A-F*

The proposed Project would not affect the location or density of development and would not affect traffic or transportation programs. The proposed Project does not propose any specific projects for future development beyond what was analyzed in the 2040 General Plan FPEIR. The Project does not change the environmental review procedure for land uses in zones that are designed to accommodate higher traffic volumes.

Adoption of the project would not affect or modify existing City policies, development regulations, or design standards addressing traffic congestion, levels of service (as used for CEQA purposes under the 2040 General Plan FPEIR), vehicle miles traveled (the current metric under CEQA), and roadway infrastructure. There are no new or additional freeway impacts which were not analyzed in the PEIR. The proposed Project would not change the amount of vehicle trips contained in the EIR and resulting traffic impacts that were analyzed and considered in the 2040 General Plan EIR. Roadway improvements made necessary by new development and needed to maintain operational standards and safety of the roadway are determined when such projects are proposed.

The proposed Project is consistent with the 2040 General Plan policies listed in Section 4.17 of the PEIR, including policies which promote focused infill development (zoning/rezoning, revised regulations, provision of infrastructure). NOTE: Automobile delays, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment under CEQA. (Public Resources Code 21099(b)(2); CEQA Guidelines 15064.3(a).)

MITIGATION MEASURES

No additional mitigation measures are required.

FINDINGS

The proposed Project would have no additional project-specific environmental effects relating to Transportation and Circulation.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
12. <u>UTILITIES AND SERVICE SYSTEMS</u> Would the project: A) Result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments?			x
B) Require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts?			x

Discussion

Section 4.18 of the PEIR describes utilities and service systems in the City and evaluates whether implementation of the 2040 General Plan would require new or expanded utility infrastructure or additional water supplies, exceed the capacity of the City's sewer system, exceed the capacity of local solid waste landfills, impair the attainment of solid waste reduction goals, or conflict with applicable regulations related to solid waste.

ENVIRONMENTAL SETTING

Water Supply

The City's sole source of water supply is surface water from Lake Shasta. There are two diversion points on Shasta Dam, one at an elevation of 754 feet above sea level and one at 960 feet above sea level. Raw water from the lake is conveyed to the U.S. Bureau of Reclamation's (USBR) raw water pumping station located at the base of Shasta Dam and is then pumped to the City's Fisherman's Point Water Treatment Plant (WTP) located outside the city limits near Shasta Dam.

The City has two emergency interties to allow sharing of water supplies with the Bella Vista Water District and City of Redding during short-term emergencies or during planned shutdowns of primary supply sources. The intertie with the Bella Vista Water District is on Akrich Street at the eastern City limit. The intertie with the City of Redding is west of Ashby Road, south of Pine Grove Avenue, near the southwestern City limit.

Water Storage Facilities.

The City's water system includes one 150,000-gallon raw-water storage tank, and eight active treated water tanks ranging in size from 200,000 gallons to 2.9 million gallons. The total storage capacity for treated water is 5.65 million gallons.

Water Distribution System.

The City's water distribution system consists of approximately 82.3 miles of active water distribution system pipelines up to 24 inches in diameter, two intertie booster pump stations, and 15 pressure reducing valve (PRV) stations; these facilities serve nine pressure zones (Carollo, 2016). The distribution pipes consist of steel, cast iron, asbestos cement, and polyvinyl chloride (PVC) piping. Most of the steel piping is pre-1960 vintage with a large portion of smaller diameter mains (less than 5-inch in diameter) that were installed prior to 1950. (Carollo, 2022).

Water Supply and Demand.

The City's main water supply is Central Valley Project water obtained through a long-term contract with the USBR. In addition to the USBR allocation, the City has entered into long-term water transfer agreements with the Anderson-Cottonwood Irrigation District (ACID) and MCM Properties, Inc. Both of these supplies are considered CVP water, and transfers of CVP water must be approved by USBR following environmental review. A summary of the City's current Water Supply Contracts/Agreements is shown in Table 4.18-1 in the PEIR.

Wastewater

The City's Wastewater Treatment Plant (WWTP) is regulated by the Central Valley Regional Water Quality Control Board (CVRWQCB) under Waste Discharge Requirements (WDR) Order R5-2020- 0058 (National Pollution Discharge Elimination System [NPDES] Permit CA0079511). The WWTP has a design peak dry weather flow of up to 1.3 MGD and a wet weather flow of 5.0 MGD. The treatment process consists of bar screening, biological treatment, including nitrification and denitrification, alkalinity adjustment, secondary sedimentation, cloth media filtration, and ultraviolet (UV) disinfection. A four-million-gallon emergency retention basin is available for storage of excess influent flow or partially treated wastewater. Sludge processing consists of aerobic digestion and sludge storage basins. The sludge storage basins provide storage for stabilized solids during wet weather periods and serve as drying beds during the warm summer months. The facility produces approximately 158 dry metric tons of biosolids annually. Dried sludge is hauled to the West Central Landfill, operated by the City of Redding, for disposal. Treated municipal wastewater is discharged to Churn Creek, and may also be discharged to a small, reclaimed water basin, which provides reclaimed water to the Knauf insulation facility for landscape irrigation; Sierra Pacific Industries lumber mill for soaking log decks for fire prevention; and California Department of Transportation for landscape irrigation.

Wastewater Collection System

The City currently maintains ±54.3 miles of gravity mains ranging in size from 6-inch diameter to 21- inch diameter, and ±4.1 miles of force mains ranging in size from 4-inch diameter to 18-inch diameter, for a total of ±58.4 miles of pipeline. When conveying flows by gravity is not possible due to topography, lift stations are used to pump flows. The City currently maintains six lift stations throughout the sewer service area.

Electric Utility

Electric service in the city is provided primarily by the Shasta Lake Electric Utility. Some residents in the western area of the city, west of Lake Boulevard, receive electric power from Pacific Gas and Electric (PG&E). The City has also historically provided electric service to residents in the area of Blackberry Lane, south of the City limits in unincorporated Shasta County. Electric demand in the City is influenced primarily by local weather conditions; peak demands are during the summer, especially in the evenings when more residents are at home. The City serves its residents from the Central Valley substation at the City's Corporation Yard on Vallecito Street. A dedicated substation for the Knauf Insulation facility is located adjacent to Ashby Road, near the Knauf facility.

Natural Gas

PG&E is the only natural gas provider in the city. PG&E's primary transmission main extends south from the community of Mountain Gate. In the City limits, the gas main generally parallels I-5 in the eastern area of the city. The gas main extends under I-5 to the eastern terminus of 2nd Street near the PG&E electric substation. From Akrich Street, the line extends west under I-5 to Cottage Avenue, continues west along Deer Creek Avenue, south of Smith Avenue to Pine Grove Avenue. South of Akrich Street, the gas main extends south along Virginia Avenue to the southeastern city limits and continues south. Gas distribution lines are extended from the transmission mains to provide natural gas within the city.

Solid Waste

The City contracts with Waste Management, Inc., to provide solid waste disposal services to businesses and residents in the City limits, including curbside garbage, green waste, and recycling services. There are two landfills in the greater Redding area. The Anderson Landfill, located at 18703 Cambridge Road, southwest of Anderson, is operated by Waste Management. The West Central Landfill, located at 14095 Clear Creek Road in Igo, is owned by Shasta County and operated by the City of Redding Solid Waste Utility. There is one transfer station in the city, the Buckeye Transfer Station on Lake Boulevard. The facility is owned and operated by the Shasta County Public Works Department. The transfer station accepts general municipal waste only (no hazardous waste, liquid waste, or special wastes are allowed). The transfer station also accepts items for recycling (e.g., cardboard, newspaper, glass bottles and jars, tin cans, aluminum cans, and plastic bottles).

Telecommunications and Broadband

There are several telecommunications and broadband companies that provide service in the City of Shasta Lake. These include AT&T, Spectrum, T-Mobile, Viasat, HughesNet, DigitalPath, and Velocity. There are currently three cellular towers in the city with co-located facilities of more than one provider on a single tower. Towers are located adjacent to Twin View Boulevard in the southeastern area of the city, at the northern terminus of Shasta Way in the northeastern area of the city, and on Lake Boulevard, generally between Shasta Dam Boulevard and Rose Avenue north of the Shasta Lake Fire Protection District fire station. The landline telephone service in the area is provided by various communications companies. Telecommunications lines are either copper wire or fiber-optic and may be installed overhead on utility poles or underground.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact would be considered significant if the project resulted in the need for new or altered utilities and related services beyond what was anticipated in the 2040 General Plan Update and which:

- result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments or
- require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts.

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The EIR evaluated the effects of development under the 2040 General Plan on water supply, sewer and storm drainage, solid waste, electricity, natural gas, and telecommunications. See Chapter 4.18 of the PEIR for full detail.

The EIR evaluated the impacts of increased demand for water that would occur with development under the 2040 General Plan. Policies in the general plan would reduce the impacts generally to a less-than-significant level. The need for new water supply facilities results in a less than significant effect with mitigation (Impact 4.18-5). The potential need for expansion of wastewater treatment facilities was identified as having a less than significant effect (Impact 4.18-2). Impacts on solid waste facilities were less than significant (Impact 4.18-6). Implementation of energy efficient standards as set forth in Titles 20 and 24 of the California Code of Regulations for residential and non-residential buildings, would reduce effects for energy to a less-than-significant level. Future projects under the 2040 General Plan will be implemented by the City's Electric Utility Department on a case-by-case basis to determine capacity improvements that would be required to accommodate the project. (Impact 4.18-3).

Impact 4.18-1 There could be insufficient capacity in the water treatment and distribution system to serve development under the 2040 General Plan. Less-than-Significant Impact.

Impact 4.18-2 There could be insufficient capacity in the wastewater collection and treatment system to serve development under the 2040 General Plan, in addition to the provider's existing commitments. Less-than-Significant Impact.

Impact 4.18-3 There could be insufficient capacity in the electric utility system to serve development under the 2040 General Plan, in addition to the provider's existing commitments. Less-than-Significant Impact.

Impact 4.18-4 Implementation of the 2040 General Plan would require construction of new or expanded utility infrastructure, and possibly the relocation of existing utility infrastructure (e.g., waterlines, sewer lines, water or wastewater treatment facilities, electric, natural gas, stormwater drainage, or telecommunications facilities), the construction of which could cause significant environmental effects. Less-than-Significant Impact.

Impact 4.18-5 There could be insufficient water supplies available to serve development under the 2040 General Plan during dry and multiple dry years. Less-than-Significant Impact with Mitigation.

MITIGATION MEASURES FROM 2040 GENERAL PLAN EIR THAT APPLY TO THE PROJECT

None required of Project.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

The proposed Project does not propose any projects for future development beyond what was analyzed in the 2040 General Plan FPEIR. Implementing the proposed Project would not affect or modify existing City policies, development regulations, or design standards addressing utilities and systems. Because the Project would not affect the location or density of development, adoption would not result in an increased demand for water and sewer needs that has not already been addressed in the 2040 General Plan and FPEIR.

In addition, the City has structured its development impact fees to provide adequate services for new development. Impacts of new development would continue to be addressed at a project level through objective design and development standards, building codes, fee payment, and other means deemed acceptable to service providers. Adopting the proposed Project would result in no additional significant impacts relating to utilities and service systems.

MITIGATION MEASURES

No additional mitigation measures are required.

FINDINGS

The proposed Project would have no additional project-specific environmental effects relating to Utilities and Service Systems. The City will review future development proposals on a case-by-case basis to determine specific utility infrastructure that would be needed to accommodate new development projects. CEQA review would address both on-site and off-site utility improvements, and mitigation measures would be implemented as necessary. Therefore, impacts associated with the construction/installation and relocation of utility infrastructure to serve future development would be less than significant.

MANDATORY FINDINGS OF SIGNIFICANCE

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p><u>13. MANDATORY FINDINGS OF SIGNIFICANCE</u></p> <p>A.) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</p>			x
<p>B.) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)</p>			x
<p>C.) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>			x

Answers to Checklist Questions

NOTE: The findings and full Cumulative Impact analysis located in Section 5 of the 2040 General Plan PEIR, which addresses the analysis of cumulative impacts for all areas of environmental concern as reflected in this initial study, is incorporated herein by reference.

A cumulative impact is defined in §15355 of the CEQA Guidelines as an impact that is created because of the combination of a proposed project together with other closely related past, present, and reasonably foreseeable future projects that cause related impacts. Due to the programmatic nature of the PEIR, the analysis included in Section 4.0 (Environmental Impact Analysis) of the PEIR for each resource category largely addresses cumulative impacts that could occur through the end of the 20-year planning period for the 2040 General Plan with approval of the Project.

Question A - C

Implementing the proposed Project would result in no additional significant cumulative impacts. As described in the preceding sections, the proposed Project does not propose any specific projects for future development beyond what was analyzed in the 2040 General Plan FPEIR. Implementing the proposed Project would not affect or modify existing or planned development regulations in a fashion that would impact environmental conditions as analyzed in the PEIR

including, but not limited to, biological resources, open space, air quality, transportation and traffic, noise, public services, groundwater, utilities, aesthetics, energy, recreation, and cultural resources individually or cumulatively.

The Project will not have any negative effects on the quality of the environment or reduce habitat for fish or wildlife population because it encourages infill development with streamlined development and does not permit new development in areas where habitat is sensitive. The Project will also not cause adverse effects on human populations, directly or indirectly, because it does not introduce new incompatible land uses in zones which have not already been evaluated in the General Plan Update.

Section 5 of the PEIR addresses cumulative impacts that could occur because of implementation of the proposed 2040 General Plan and its related policies. Section 15130 of the CEQA Guidelines states that an Environmental Impact Report (EIR) must discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable. Where a lead agency is examining a project with an incremental effect that is not cumulatively considerable, a lead agency need not consider that effect significant, but shall briefly describe the basis for concluding that the incremental effect is not cumulatively considerable.

The analysis of cumulative impacts for each environmental topic in the PEIR is based on a list of past, present, and probable future projects producing related or cumulative impacts, or a summary of projections contained in an adopted plan, or in a certified EIR that describes or evaluates regional or area-wide conditions contributing to cumulative impacts. As described below, depending on the environmental topic, the cumulative setting extends beyond the boundaries of the Planning Area.

The proposed 2040 General Plan is a cumulative project because it addresses development projected to occur in the Planning Area over the 20-year planning period of the General Plan. Where the cumulative setting extends beyond the Planning Area, the cumulative impacts analysis of the PEIR considers development that could occur in accordance with the adopted plans of the City of Redding and unincorporated Shasta County. Any development occurring after the adoption of the proposed Project would be subject to all existing City and State development standards and environmental regulations, including project specific mitigation requirements.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would potentially be affected by this project.

- | | |
|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Hazards |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Energy and Mineral Resources | <input type="checkbox"/> Transportation/Circulation |
| <input type="checkbox"/> Geology and Soils | <input type="checkbox"/> Utilities and Service Systems |
| <input type="checkbox"/> Hydrology and Water Quality | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> None Identified | <input type="checkbox"/> |

SECTION V - DETERMINATION

On the basis of the initial study:

- X I find that (a) the proposed Project is a subsequent project within the scope of the PEIR for the City of Shasta Lake 2040 General Plan and is consistent with the 2040 General Plan land use designations and the permissible densities and intensities of use; and (b) the proposed Project will not have any project-specific additional significant environmental effects not previously examined in the PEIR, and therefore no new mitigation measures or alternatives will be required. Applicable mitigation measures from the PEIR will be applied to the proposed Project as appropriate. (CEQA Guidelines Section 15177(b))

6-2-2023

Signature

Date

Jim Hamilton, Senior Planner

Printed Name

SECTION VI – EXHIBITS

EXHIBIT A: 2023 INTERIM ZONING ORDINANCE AND INTERIM ZONING OVERLAY MAP

EXHIBIT B: GENERAL PLAN POLICIES MATRIX.

EXHIBIT C: 2040 GENERAL PLAN (INCORPORATED BY REFERENCE).

**EXHIBIT D: 2040 GENERAL PLAN PROGRAMATIC ENVIRONMENTAL IMPACT REPORT
(Draft and Final INCORPORATED BY REFERENCE).**