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**CITY OF MT. SHASTA**  
**GENERAL PLAN UPDATE PROJECT**  
**DRAFT ENVIRONMENTAL IMPACT REPORT**

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SCH No. 2005082099

**SEPTEMBER 2006**

*Prepared for:*

CITY OF MT. SHASTA  
PLANNING DEPARTMENT  
305 N. MT. SHASTA BLVD.  
MT. SHASTA, CALIFORNIA 96067

*Prepared by:*



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FOR THE  
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***Prepared for:***

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**SEPTEMBER 2006**

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## **1.0 EXECUTIVE SUMMARY**

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### 1.1 PURPOSE AND SCOPE OF THE EIR

The following Environmental Impact Report (EIR) provides an analysis of the potential environmental effects that may result from the proposed project, which is adoption and implementation of revisions to the City of Mt. Shasta General Plan. The City's last comprehensive revision of the General Plan was adopted in 1993. The Draft General Plan Revision includes track changes where there are proposed changes to goals, policies and implementation measures.

In addition to revisions of the 1993 General Plan, the City proposes the following actions to help implement the General Plan and to otherwise maintain consistency with the General Plan:

- Revise the City's Land Development Code
- Consider recommendations for adoption of a Noise Ordinance
- Consider recommendations for improved Architectural Design Guidelines
- Adopt Guidelines for the City's implementation of the California Environmental Quality Act

The General Plan for the City of Mt. Shasta includes goals, policies and implementation measures that provide performance standards and guidance for land use decisions by the Planning Commission and the City Council. The plan indicates land use designations for future land uses, the location of proposed roads, density and intensity standards for future development, and the policies and criteria by which land use and development proposals will be considered.

The Mt. Shasta General Plan includes the seven mandatory General Plan elements: Conservation, Circulation, Housing, Land Use, Noise, Open Space, and Safety. The General Plan exercises an option in combining the Open Space Element and the Conservation Element into one Open Space/Conservation Element. (Note: The Housing Element has been reviewed and updated separately from the other six elements and is, therefore, not part of the proposed project in consideration at this time.)

The central focus of the General Plan is on the lands within the city limits, over which the City of Mt. Shasta has jurisdiction. To comply with legal requirements, the General Plan establishes development policies for all of the area that is currently within the city limits.

The California *General Plan Guidelines* recommend that general plans should also address development and planning issues for the area outside a city's corporate limits that the city determines has a relationship to the city's long-term growth and development. Such an area comprises the planning area for the Mt. Shasta General Plan. The General Plan planning area includes unincorporated lands where the types of land uses, development



## 1.0 EXECUTIVE SUMMARY

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patterns, and appearance may have an effect on the City's abilities to provide services, or are otherwise of concern to the interests of the City. The Mt. Shasta General Plan Planning Area, shown in **General Plan Figure 1-2, Planning Area and Sphere of Influence**, is the same planning area that was addressed in the City's 1993 General Plan. This planning area includes lands in the jurisdiction of Siskiyou County, for which the City has decided to express its concerns and expectations regarding certain planning issues. However, this EIR recognizes that the City has little direct control over decisions that the County will or will not make in the future concerning land use and development outside the city limits.

In terms of the environmental process, this EIR evaluates the proposed revisions to the goals, policies and implementation actions of the General Plan. By preparing the DEIR at this stage of General Plan development, the City has the opportunity to consider environmental implications within the General Plan. As such, specific mitigation strategies identified through this process have been incorporated as policy directives or implementation provisions in the General Plan. The result of this parallel process is a General Plan document that has considered and is consistent with relevant environmental findings.

The EIR prepared for the proposed General Plan Update and related actions is a "Program EIR." A Program EIR is prepared for a series of related actions that can be characterized as one large project. Upon approval of the project components and certification of this EIR, additional CEQA compliance including negative declarations, mitigated negative declarations, or the preparation of project-level EIRs will be required for site-specific projects and other actions that may be proposed within the program area.

### 1.2 PROJECT ALTERNATIVES

CEQA Section 15126(b) requires that an EIR describe a range of reasonable alternatives to the project that could feasibly attain the basic objectives of the project and reduce the degree of environmental impact. The Alternatives discussion contains a qualitative analysis of the primary distinct alternative, which would be the "No Project Alternative", discussed below.

### 1.3 NO PROJECT ALTERNATIVE

CEQA Guidelines Section 15126.6(e) requires that a "no-project" alternative be evaluated in an EIR. This alternative considers the environmental effects of not approving the proposed Project. This alternative would assume the existing General Plan and related implementation provisions would remain in effect without the proposed revisions, and would continue to constitute the City's policies and guidelines for future development.

### 1.4 SUMMARY OF GOALS AND PROGRAMS

Although the format of the City of Mt. Shasta's General Plan is proposed to change substantially with the proposed revision, there is much about the General Plan that will not change from the Plan as adopted in 1993. The City has not sought and does not plan to entertain requests from property owners to change land use designations for particular

properties. Material changes in land use designations are very restricted, being limited to changes that are warranted to conform to past changes in land use and in zoning, especially with regard to development that the County has approved in recent years outside the city limits. This includes the site of the CCDA Waters, LLC (Danone) water bottling facility, which is proposed to change from General Residential to Employment Center, and the site of the Upton Highlands project east of Everitt Memorial Highway, which would change from Employment Center to Medium-Density Residential.

One particular proposed change in land use designations within the city limits is that the General Plan revision proposes to add a “Mixed Use-Planned Development” land use designation to the list of City designations, and to apply that designation to all of the land that was obtained by the City from the Roseburg Lumber Company in 1989. Under the 1993 General Plan, the land use designation for this land has been a combination of Employment Center and Commercial Center.

A change that has been proposed for clarification in land use designation terminology concerns the residential designations in the General Plan. As proposed, the General Residential land use designation will become Low-Density Residential, and Community Residential will become High-Density Residential. A Medium-Density designation is also proposed, but no lands are being placed in that designation at this time. The revised plan will retain the Rural Residential land use designation, although no lands currently within the city limits have this designation.

The following **Table 1-1** lists the goals and programs to be incorporated in the revised General Plan for the City of Mt. Shasta:

# Table 1-1

## City of Mt. Shasta

### General Plan Update 2006

#### Draft Goals, Policies and Implementation Measures

#### GENERAL PLAN ISSUES AND ADMINISTRATION GOALS, POLICIES AND IMPLEMENTATION MEASURES:

##### **GOAL PA-1 – THE GENERAL PLAN IS TO BE EFFECTIVE AND USABLE.**

**Policy PA-1.1:** Maintain the General Plan as a viable document reflecting current community need.

**Implementation Measure PA 1.1(a):** Prior to the adoption of the final budget in each fiscal year, staff shall present *The Annual Report of the General Plan Achievement* for the concluding fiscal year to the Planning Commission and City Council. The Annual Report shall be used as a means for the Council to provide direction to staff related to planning and policy programs for the coming year.

**Implementation Measure PA 1.1(b):** Following its review of the Annual Report, the Council shall define the planning and policy programs it wishes to assign as priorities for the upcoming fiscal year.

**Implementation Measure PA 1.1(c):** Annually review the Mt. Shasta General Plan in accordance with the following:

- Volume, type, and construction status of projects subject to City approval during the previous year.
- Building permit activity over the previous year.
- Status of preparation or implementation of specific plans, mitigation fee ordinances, parking dedication, in-lieu fee systems and other specific programs identified in the General Plan.
- Recommendations submitted to Siskiyou County for input and possible acceptance with relation to the County's General Plan and local development issues.

**Implementation Measure PA 1.1(d):** Annually review the Capital Improvement Program for consistency with the General Plan.

##### **GOAL PA-2 – THE GENERAL PLAN SHALL BE THE POLICY DOCUMENT FOR DEVELOPMENT.**

**Policy PA-2.1:** Provide for interim regulatory direction during the process of amending or updating the General Plan.

**Implementation Measure PA-2.1(a):** The City may adopt implementing procedures for the California Environmental Quality Act.

**Implementation Measure PA-2.1(b):** The City may adopt architectural review guidelines.

**Implementation Measure PA-2.1(c):** The City may adopt other implementing procedures to further the goals of the general plan.

**Implementation Measure PA-2.1(d):** The City may adopt fees to support the regular maintenance and update of the General Plan.

##### **GOAL PA-3 – CONSIDER AMENDMENTS TO THE GENERAL PLAN TO ENSURE ITS CONTINUED VIABILITY AND CONSISTENCY.**

**Policy PA-3.1:** Provide opportunity for proposed General Plan amendments to be heard on a consistent, regular basis.

**Implementation Measure PA-3.1(a):** Allocate three scheduled periods during the year for private-sector or other agency-initiated General Plan amendments, approximately four months apart.

**Implementation Measure PA-3.1(b):** Retain one general plan amendment period each calendar for the exclusive use of the City for its periodic review and updates to the plan.

##### **GOAL PA-4 – COOPERATE WITH LOCAL AGENCIES FOR COMPREHENSIVE GENERAL PLAN GOAL ACHIEVEMENT.**

**Policy PA-4.1:** Maintain and develop cooperative working relationships with agencies with jurisdiction over lands or resources in and surrounding the Planning Area.

**Implementation Measure PA-4.1(a):** Using the appropriate environmental regulations, participate in federal, state and County planning processes which potentially affect the Planning Area.

**Implementation Measure PA-4.1(b):** Work with the County to amend the County General Plan to apply the City land use designations within unincorporated portions of the Planning Area to the County Plan.

**Implementation Measure PA-4.1(c):** When requirements to monitor project conditions require expertise not available on City Staff, seek first the County's participation to establish a joint environmental monitoring and compliance program before entering into contracts with outside service providers.

**Implementation Measure PA-4.1(d):** At all opportunities, participate in National Forest land use decision-making related to planning area land use and land management.

## LAND USE ELEMENT GOALS, POLICIES AND IMPLEMENTATION MEASURES:

### GOAL LU-1 - CONSIDER ANNEXATION WHEN LANDS ARE NEEDED TO ACCOMMODATE THE GENERAL PLAN GROWTH OBJECTIVES.

**Policy LU-1.1:** Annexation shall occur only when the proposed use of the property furthers the City's economic development and/or housing objectives.

**Implementation Measure LU-1.1(a):** Prior to endorsing a proposal for annexation, the City Council shall consider the objectives of the added territory and find whether there is a public benefit that aids in achieving General Plan goals.

**Implementation Measure LU-1.1(b):** Prior to endorsing a proposal for annexation, the City shall require the petitioner to submit, at a minimum, adequate factual information to determine that the proposed annexation will provide adequate revenues to offset the costs of providing services.

### GOAL LU-2 - ANNEXED LANDS SHALL BE INCORPORATED INTO THE CITY IN CONFORMANCE WITH THE GENERAL PLAN.

**Policy LU-2.1:** Require pre-zoning and development plans prior to completing annexation procedures.

**Implementation Measure LU-2.1(a):** No action shall be taken to finalize an annexation in conformance with Siskiyou County Local Agency Formation Commission procedures until the City has approved a pre-zoning to the appropriate City zoning district.

**Implementation Measure LU-2.1(b):** No action shall be taken to finalize an annexation in conformance with Siskiyou County Local Agency Formation Commission procedures until the City has approved a development plan for the petitioner's territory. (In some cases, the petitioner's property may not be the only property incorporated in the approved annexation. The City may require development plans exclusively from the petitioner(s) covering the proponent's property, if it makes a finding that it cannot force development plans from the other property owners who were not petitioners in the process. This notation is a part of this implementation measure provided for explanatory purposes and guidance.)

### GOAL LU-3 - PROTECT THE PROPERTY RIGHTS OF LEGALLY-EXISTING NON-CONFORMING LAND USES.

**Policy LU-3.1:** Allow legally-existing non-conforming land uses to continue as a use under the provisions of the General Plan.

**Implementation Measure LU-3.1(a):** Following the adoption of any change in the General Plan that causes a legally established use or structure to become non-conforming, the City shall allow the use to continue under the provisions of this section.

**Implementation Measure LU-3.1(b):** A legally existing non-conforming land use or structure abandoned for a period of twelve consecutive calendar months or longer shall forfeit its status as a legally existing non-conforming land use. After twelve months, the abandoned use shall not be re-established.

**Implementation Measure LU-3.1(c):** Agriculture, timber production, and mineral resource production uses are defined as intermittent uses, and shall be entitled to maintain legally-existing non-conforming status provided that the use is not abandoned for more than twenty-four calendar months. After twenty-four months, the abandoned use or structure shall not be re-established.

**Implementation Measure LU-3.1(d):** The City's development code shall incorporate precise provisions for the review, re-permitting and re-establishing of legally-existing non-conforming land uses and structures.

**Implementation Measure LU-3.1(e):** Expansion of a legally existing non-conforming land use or structure shall require approval of a conditional use permit prior to the expansion being initiated. Expansion is defined as a measurable increase in structure area, gross floor area, developed lot coverage, or intensity of the land use as measured by measurable increases in noise, traffic, or operations occurring as a result of the expansion. Construction for Americans with Disabilities Act (ADA) and similar actions shall not require a use permit.

**Policy LU-3.2:** Land in the unincorporated planning area with legally existing commercial zoning districts and with legally existing commercial uses shall be permitted to retain the commercial zoning.

**Implementation Measure LU-3.2(a):** When reviewing proposals for commercial development on lands in the unincorporated area, recognize and support the existing commercial zoning for the commercially-developed parcels.

**Implementation Measure LU-3.2(b):** If the County refers an application for new commercial zoning within the Planning Area that adjoins a non-conforming commercial zone, the City shall notify the County that the proposal is not consistent with the City's General Plan for that area, and indicate that a General Plan amendment must be approved first.

**GOAL LU-4 – PROVIDE OPPORTUNITIES FOR A BROAD VARIETY OF HOUSING TYPES.**

**Policy LU-4.1:** Facilitate the development of housing in a logical pattern.

**Implementation Measure LU-4.1(a):** Permit higher densities in conformance with the requirements of population density and building intensity reflected in Table 3-1, Land Use Designations and Development Standards, in areas with adequate City services and roads.

**Implementation Measure LU-4.1(b):** Establish lower densities in outlying areas and the unincorporated planning area.

**Implementation Measure LU-4.1(c):** Preclude urban density residential development in the unincorporated planning area.

**GOAL LU-5 – FACILITATE THE USE OF CLUSTERING TO ENCOURAGE CREATIVE SITE PLANNING RESULTING IN OPEN SPACE AREAS AS A PART OF NEW DEVELOPMENT.**

**Policy LU-5.1:** Allow onsite density transfer to accommodate clustered development resulting in open space areas as a part of new development.

**Implementation Measure LU-5.1(a):** Amend the Land Development code to allow for the use of on-site density transfer and the use of density rather than minimum parcel size without requiring Planned Development or special permit hearings.

**Implementation Measure LU-5.1(b):** Allow for onsite density transfer as a part of the subdivision process.

**Implementation Measure LU-5.1(c):** If onsite density transfer is utilized, as a part of the overall development approval, amend the land development code to include an automatically applied combining district (e.g., an Existing (X) Parcel Size combining district) that defines that the parcel cannot be further subdivided. An "X" zone change is permanent and non-revocable.

**Implementation Measures LU-5.1(d):** Density transfer shall be at the discretion of the City. The development code shall include requirements for Planning Commission approval of density transfer projects and of the size of parcels or other design features of the density transfer project.

**GOAL LU-6 – ENCOURAGE CUSTOMER-ORIENTED BUSINESSES IN COMMERCIAL CENTER AREAS.**

**Policy LU-6.1:** Identify lands that are suitable for customer-oriented businesses.

**Implementation Measure LU-6.1(a):** Commercial Center lands shall typically derive access from a road classified as an arterial or collector.

**Implementation Measure LU-6.1(b):** Commercial Center lands shall have access to a public water supply and public sewage disposal system.

**Implementation Measure LU-6.1(c):** Prior to the conclusion of the short-term planning period, amend the land development code to establish performance criteria that will assist in the siting of Commercial Center land uses. Include within the amended code standards for the following:

- Intensity of business and types of land uses based on the relationship of the volume of traffic and type of vehicles associated with the proposed uses based on the access road classifications.
- Intensity of business and types of land uses based on the existing and proposed land use classifications that adjoin the commercial parcel.
- General definitions to separate those businesses by market and customer segments from areas within the city.

**GOAL LU-7 – SUPPORT THE ECONOMIC VIABILITY AND SUCCESS OF DOWNTOWN MT. SHASTA.**

**Policy LU-7.1:** Encourage an attractive downtown business center.

**Implementation Measure LU-7.1(a):** Incorporate beautification and design standards for new construction and exterior remodeling for downtown businesses.

**Implementation Measure LU-7.1(b):** Continue supporting the Beautification Committee in its efforts to establish a program to enhance the attractiveness of the Mt. Shasta area.

**Policy LU-7.2:** Support economic growth in the downtown area.

**Implementation Measure LU-7.2(a):** When reviewing proposed projects involving environmental documents concerning construction of Commercial Center facilities of more than forty twenty thousand square feet (major commercial centers) located away from the downtown area, ensure that there is an economic impact analysis provided as a part of the project review environmental document.

**Implementation Measure LU-7.2(b):** Ensure that alternative sites in the Downtown area are considered prior to approving major commercial center development that may draw traffic and customers away from the central business district.

**GOAL LU-8 – ENCOURAGE BUSINESSES THAT PROVIDE PRIMARY EMPLOYMENT.**

**Policy LU-8.1:** Establish locations expressly for Employment Center land uses.

**Implementation Measure LU-8.1(a):** Maintain-the land development code to clearly define the zoning districts permitted in the Employment Center land use designation.

**Implementation Measure LU-8.1(b):** Locate Employment Center land uses in areas with suitable current or future public services and transportation which ensures that lands have access to an arterial or major collector road, public water supply and public sewer system.

**Implementation Measure LU-8.1(c):** Define Employment Center compatible land uses in the land development code to discourage these land areas from becoming commercially-oriented to the local customer market. When appropriate, mixed-uses may be considered (e.g., with planned developments designed for a compatible combination of employment center, commercial center, and other uses.

**GOAL LU-9 – PROTECT THE CITY’S LONG-TERM NEED TO CONSERVE LAND AREA FOR EMPLOYMENT CENTER DEVELOPMENT.**

**Policy LU-9.1:** Identify larger tracts of land with the potential to serve as Employment Center lands, and retain them for future development, unless a transition of use can be found to be in the economic or social interest of the community.

**Implementation Measure LU-9.1(a):** Site Employment Center lands with an emphasis on transportation, land use compatibility, existing and future public facilities and services in conformance with the requirements of Table 3-1Table E, Population Density and Building Intensity.

**Implementation Measure LU-9.1(b):** Ensure that project approvals on Employment Center lands continue to meet the goal of providing primary employment for area residents.

**GOAL LU-10 – DEVELOP AND REGULARLY UPDATE A CAPITAL IMPROVEMENT PROGRAM.**

**Policy LU-10.1:** Utilize the capital improvement program as a means of keeping pace with the needs of facilities and infrastructure.

**Implementation Measure LU-10.1(a):** Prepare and adopt a capital improvements program that projects facility and equipment needs over a rolling five to ten year period.

**Implementation Measure LU-10.1(b):** Review the capital improvements program concurrently with budget preparation each year to measure achievement of program needs.

**Implementation Measure LU-10.1(c):** As each fiscal year concludes, amend the capital improvement program to add a new last year to the document. This will ensure that there is always a five to ten year program being reviewed.

**Implementation Measure LU-10.1(d):** Coordinate capital improvement construction with the County and other special districts to share costs, resources, and efforts.

**GOAL LU-11 – PROVIDE ADEQUATE FIRE PROTECTION SERVICES.**

**Policy LU-11.1:** Provide fire management services which meet area needs.

**Implementation Measure LU-11.1(a):** Incorporate fire prevention measures in the land development code for the design and construction of new buildings and facilities, such as sprinklers, fire resistant construction, use of fire resistant vegetation, and other fire protection and defensible space.

**Implementation Measure LU-11.1(b):** Utilize planning and design standards to reduce risk of structural damage from fire. This includes the use of loop roads adequate for all-weather fire apparatus access and evacuation, limitations on the lengths of cul-de-sacs, and elimination of extended driveways for “flag” lots.

**Implementation Measure LU-11.1(c):** Amend the City’s building code to incorporate fire prevention and wildfire protection measures.

**Implementation Measure LU-11.1(d):** During the short-term planning period, Utilize the expertise and experience of area fire-fighting personnel to recommend a workable program that can be used to gain public cooperation in protecting property and lives against fire hazards.

**Policy LU-11.2:** Develop a program to collect funds for upgrading fire fighting apparatus and firefighter equipment.

**Implementation Measure LU-11.2(a):** During the short-term planning period, until the recommendations from fire fighters are submitted and considered by the City Council, begin to collect capital equipment funds through the use of fees on new projects.

**Policy LU-11.3:** A program shall be created to collect funds for fire protection equipment.

**Implementation Measure LU-11.3(a):** The capital equipment funds collected by fees shall be initiated through an appropriate ordinance that contains provisions to ensure a fair, rotational, and equitable distribution of the capital costs for future equipment. Fees shall be determined on a fair and equitable basis.

#### **GOAL LU-12 – PROVIDE ADEQUATE POLICE PROTECTION.**

**Policy LU-12.1:** Develop programs to ensure adequate police services capabilities.

**Implementation Measure LU-12.1(a):** Determine and maintain a desirable ratio of sworn police personnel to population as the community continues to grow.

**Implementation Measure LU-12.1(b):** Establish a program to maintain on-going police personnel training.

**Implementation Measure LU-12.1(c):** Maintain adequate levels of supplies and equipment to serve the needs of the police department.

**Implementation Measure LU-12.1(d):** Coordinate police protection services with the County Sheriff.

**Policy LU-12.2:** Provide adequate facilities for the police department.

**Implementation Measure LU-12.2(a):** Consider creating a capital facility fund paid for from funds generated by new development as a means of acquiring monies to construct a new police department facility.

#### **GOAL LU-13 – SUPPORT EFFORTS TO PROVIDE ADEQUATE EDUCATION AT ALL AGE LEVELS.**

**Policy LU-13.1:** Ensure that the school districts participate in the review of residential development proposals.

**Implementation Measure LU-13.1(a):** Send proposals for new development to the school districts as part of the project application review process.

#### **GOAL LU-14 – SUPPORT EFFORTS TO PROVIDE HIGH-QUALITY MEDICAL CARE FOR THE COMMUNITY.**

**Policy LU-14.1:** Maintain open communications with the health care community.

**Implementation Measure LU-14.1(a):** Using Mercy Hospital as the coordinating agency, seek comments on major development proposals from the medical community.

**Implementation Measure LU-14.1(b):** For large residential, commercial and employment projects, or proposals that may raise unmitigated health issues, send copies of project applications during the normal review process to Mercy Hospital.

#### **GOAL LU-15 – MAINTAIN COORDINATED WASTE MANAGEMENT EFFORTS.**

**Policy LU-15.1:** Keep the Source Reduction and Recycling Element of the County Integrated Waste Management Plan up-to-date as it applies to the City of Mt. Shasta.

**Implementation Measure LU-15.1(a):** The City of Mt. Shasta Source Reduction and Recycling Element is acknowledged as the City's primary management document for waste management issues.

#### **GOAL LU-16 – MAINTAIN A WASTEWATER COLLECTION SYSTEM AND TREATMENT PLANT THAT SERVES THE NEED OF THE COMMUNITY.**

**Policy LU-16.1:** Ensure that the growth of the community does not outstrip the capacity of the wastewater collection system and treatment facility.

**Implementation Measure LU-16.1(a):** Using the provision of connection fees, ensure that funds are collected to meet long-term capital improvement program needs.

**Policy LU-16.2:** Require connection to the sewer system for multi-family, commercial, and employment center land uses within the City limits.

**Implementation Measure LU-16.2(a):** As a condition of project or building permit approval, require that all multi-family, commercial, and employment center land uses within the City limits connect to the City sewage disposal system.

**Implementation Measure LU-16.2(b):** Require as a condition of annexation that non-single family residential properties, including already developed properties, connect to the City sewage disposal system.

**GOAL LU-17 – ENSURE SAFE INDIVIDUAL ONSITE SEWAGE DISPOSAL SYSTEMS.**

**Policy LU-17.1:** Work with County Health to ensure that septic systems conform to appropriate standards.

**Implementation Measure LU-17.1(a):** Require approval from the County Health Department for projects requiring individual onsite sewage disposal systems prior to issuing building permits.

**GOAL LU-18 – MAINTAIN A WATER SUPPLY AND DISTRIBUTION SYSTEM THAT MEETS DRINKING WATER STANDARDS AND THAT SERVES THE DOMESTIC AND FIRE PROTECTION NEEDS OF THE COMMUNITY.**

**Policy LU-18.1:** Ensure that the growth of the community does not outstrip the water supply and distribution system of the City.

**Implementation Measure LU-18.1(a):** Ensure that appropriate development impact fees are established and collected to meet long-term capital improvement program needs including new wells, pumps, mains, over-sizing mains, treatment, storage and other water system improvements as needed to serve existing and new development.

**Implementation Measure LU-18.1(b):** Update the *City Water Master Plan* and utilize the updated Water Master Plan to prioritize water infrastructure improvements and expansion programs to serve the existing and planned development of the community.

**Policy LU-18.2:** Ensure that the City's drinking water source is protected from biological, chemical and other contaminants that may pose a health risk.

**Implementation Measure LU-18.2(a):** The City shall encourage the enforcement of all federal, state, regional and county regulations and shall enforce local regulations regarding the preservation and enhancement of water quality as it relates to the City's water sources.

**Policy LU-18.3:** Require connection to the City's water system for multi-family, commercial, and employment center land uses within the city limits, unless the City determines that it will not be able to serve a proposed project with water service in a timely manner and that the proposed private water system for the project will be adequate and compatible with the City's water system plans.

**Implementation Measure LU-18.3(a):** As a condition of project or building permit approval, require that all multi-family, commercial, and employment center land uses within the City limits connect to the City water supply and distribution system.

**Policy LU-18.4:** The City shall encourage and facilitate the use of water conservation through education, permitting, design review and applied technology.

**Implementation Measure LU-18.4(a):** Encourage the use of water conservation building design, appliances and landscaping throughout the city.

**Implementation Measure LU-18.4(b):** Develop educational materials and programs that encourage and facilitate water conservation throughout the community.

**GOAL LU-19 – PROVIDE FOR THE EFFICIENT COLLECTION, TRANSPORT AND DISCHARGE OF STORMWATER IN A SAFE MANNER AND PROTECT PEOPLE AND PROPERTY FROM FLOODING.**

**Policy LU-19.1:** Utilize the *Storm Drainage Master Plan* to improve existing storm drainage conditions and ensure adequate storm drainage infrastructure design and construction for future developments.

**Implementation Measure LU-19.1(a):** Work with the Regional Water Quality Control Board (RWQCB) to resolve drainage and flooding issues that can result from discharging stormwater into area waterways.

**Implementation Measure LU-19.1(b):** New development shall provide flood retention facilities as necessary to avoid increasing peak storm runoff in drainage channels.

**Implementation Measure LU-19.1(c):** Establish, adopt and collect appropriate drainage impact fees to be charged for new development, when applicable, to fund drainage facilities described in the City *Storm Drainage Master Plan*.

**Implementation Measure LU-19.1(d):** Natural drainages may be incorporated into the City's stormwater drainage system with proper management and protection. Vegetation along the drainages should be managed effectively to allow as much of the vegetation as possible to remain as habitat and filtration, while not impeding the drainage's role in preventing localized flooding.



**GOAL LU-20 – TO ESTABLISH A CLEAR PATH FOR SUBSEQUENT DEVELOPMENT OF THE SPRING HILL AREA AND PROVISION OF ADEQUATE INFRASTRUCTURE TO SUPPORT THAT DEVELOPMENT.**

**Policy LU-20.1:** The City will require that a Specific Plan be prepared to encompass the entire Spring Hill Area generally from Interstate 5 to Everitt Memorial Highway, and from Ski Village Drive to the city limits north of the Sousa Ready Mix Quarry. The City recognizes that some of the smaller parcels may develop before the Specific Plan has been completed.

**Implementation Measure LU-20.1(a):** The City will seek grant and other funding to prepare backbone infrastructure plans for the Spring Hill Area. These plans should outline the basic water and wastewater needs of the area and can be prepared in conjunction with a Specific Plan or private development proposal.

**Policy LU-20.2:** Until a Specific Plan is adopted for the Spring Hill Area, proposed development along Spring Hill Drive shall be reviewed to consider the following needs:

1. Be designed to connect to municipal services once available.
2. Shall not obstruct or significantly detract from views of Mount Shasta.
3. Shall incorporate adequate storm water quality provisions.

**GOAL LU-21 – EMPLOY THE CONCEPT OF MIXED USE-PLANNED DEVELOPMENT LAND USE WHEN DETERMINED BY THE CITY TO BE WARRANTED AND APPROPRIATE, BASED ON THE CHARACTERISTICS OF THE SITE AND RELATED DEVELOPMENT ISSUES.**

**Policy LU-21.1:** Development of lands designated Mixed Use-Planned Development shall be subject to approval by the City of a development plan that shall specify the allowed uses and development standards for the site.

**Implementation Measure LU-21.1(a):** The City may incorporate a development plan for land designated Mixed Use-Planned Development into an ordinance that establishes Planned Unit Development (PUD) zoning for the site.

**Implementation Measure LU-21.1(b):** The City should have a development plan prepared for the "Orchard Property" portion of the property obtained from Roseburg Forest Products, and determine whether or not annexation should be initiated to facilitate development.

**GOAL CI-1 – ENSURE THAT LAND DEVELOPMENT DOES NOT EXCEED ROAD CAPACITIES.**

**Policy CI-1.1:** Level of service shall be the standard for judging whether a road has adequate remaining capacity for average daily traffic generated by a proposed project.

**Policy CI-1.2:** Level of service "C" shall be the minimum acceptable service level during normal conditions. Peak-hour reduction to level of service "D" may be permitted provided there are plans in place to make improvements required to improve the level of service.

**Implementation Measure CI-1.2(a):** Public Works, in cooperation with Caltrans and Siskiyou County, shall regularly monitor traffic volume on roads that presently have levels of service of C or D. Average Daily Trips (ADT) shall be determined and made available to the Planning Department for review of development proposals.

**Implementation Measure CI-1.2(b):** When a road segment or intersection is found to be approaching Level of Service C – defined as ADT being within ten percent of the highest LOS C traffic volume threshold, the City shall initiate plans for improvements designed to increase capacity.

**Implementation Measure CI-1.2(c):** The improvements shall be designed to be initiated by the time traffic volume is approaching Level of Service D. This may result in the generation of impact fees as a means of accumulating funds for the improvements caused by private development.

**Implementation Measure CI-1.2(d):** The city shall require traffic analysis to be conducted for all projects that will generate sufficient traffic to use ten (10) percent or more of the capacity of the roadway at LOS C as shown in Table IV.4.

**Implementation Measure CI-1.2(e):** Projects that will impact streets and/or intersections that currently, or are projected to operate, at below LOS C, shall prepare a traffic analysis to determine the extent to which they impact the streets and/or intersections. For facilities that are (short-term conditions), or will be (cumulative condition), operating at unacceptable Levels of Service without the project, an impact is considered significant if the project: 1) increases the average delay at intersections by more than five seconds, or 2) increases the volume-to-capacity ratio by 0.05 or more on a roadway segment.

**Implementation Measure CI-1.2(f):** If a street and/or intersection is impacted by a project for short-term conditions, and the project's pro-rata share is equal to or above twenty five (25) percent, then the project shall be required to construct the necessary improvements to maintain an acceptable level of service.

**Implementation Measure CI-1.2(g):** If a street and/or intersection is impacted by a project for cumulative conditions, and the project's pro-rata share is below twenty five (25) percent, then the project shall be required to pay their pro-rata share of the cost of constructing these improvements.

**Implementation Measure CI-1.2(h):** The City shall regulate truck travel as appropriate for the transport of goods, consistent with circulation, air quality, noise, and land use goals.

**GOAL CI-2 – DESIGNATE ARTERIAL, COLLECTOR AND OTHER STREETS, INCLUDING PROPOSED STREETS THAT ARE EXPECTED TO BE NEEDED IN THE PLANNING AREA.**

**Policy CI-2.1:** The City shall recognize the Circulation Map (Figure 4-1) of this Circulation Element as designating arterial and collector streets and proposed streets in the General Plan planning area.

**GOAL CI-3 – ENSURE THAT NEWLY CONSTRUCTED ROADS ARE BUILT TO STANDARDS MEETING LONG-TERM NEEDS.**

**Policy CI-3.1:** Accept roads in the City-maintained road system only when constructed to City standards.

**Implementation Measure CI-3.1(b):** Where a development is required to perform new roadway construction or road widening, the entire roadway shall be completed to its planned width from curb-to-curb prior to operation of the project for with the improvements were construction, unless otherwise approved by the City Engineer. All such roadway construction shall also provide facilities adequate to ensure pedestrian safety as determined by the City Engineer.

**Implementation Measure CI-3.1(c):** Private roads may be developed provided that are constructed to an applicable roadway standard and have an identified maintenance program with responsible party clearly stated.

**Implementation Measure CI-3.1(d):** All streets should have sufficient pavement width to provide for parking on both sides of the street and enough remaining pavement width to provide for fire and emergency access.

**Implementation Measure CI-3.1(e):** Where traffic calming devices or techniques are employed, the City shall ensure adequate access for police and fire vehicles, and adequate maneuverability for snow removal operations.

**Implementation Measure CI-3.1(f):** The City shall require the installation of traffic pre-emption devices for emergency vehicles at all newly constructed intersections.

**GOAL CI-4 – ENSURE THAT NEW ROADS ARE SITED TO MEET DEMANDS OF GROWTH.**

**Policy CI-4.1:** Construct, or require construction of, identified new roads as development or redevelopment occurs.

**Implementation Measure CI-4.1(a):** Construct, or require construction of, identified new roads as development or redevelopment occurs.

**Implementation Measure CI-4.1(b):** If the design of the project requires that portions of the new road be constructed offsite to form a connection, the proponent shall be required to pay a proportion of the offsite costs attributable to the proposed project.

**Implementation Measure CI-4.1(c):** If the cost of the improvements funded by the project proponent are greater than the project's proportional share, the City and proponent may enter into an agreement to collect future impact fees from other projects benefiting from the improvements to be reimbursed to the proponent.

**Implementation Measure CI-4.1(d):** Require connectivity between adjacent projects as appropriate to ensure adequate and safe circulation.

**GOAL CI-5 – ABANDON STREETS THAT SERVE NO PUBLIC PURPOSE.**

**Policy CI-5.1:** When an application is submitted to vacate a street or easement, ensure that the City has no need for the route.

**Implementation Measure CI-5.1(a):** Utilize the provisions of California law to consider the abandonment of a street or easement for which the City has no use.

**GOAL CI-6 – MAINTAIN AND ENHANCE PARKING THROUGHOUT THE CITY.**

**Policy CI-6.1:** Continue to encourage off-street downtown parking.

**Implementation Measure CI-6.1(a):** Utilize the Downtown Parking District to ensure that there are adequate funds to continue to meet long-term parking needs, and to cover the costs associated with maintenance and upkeep.

**Policy CI-6.2:** Ensure adequate, but not excessive, well-designed and convenient on-street and off-street parking throughout the City.

**Implementation Measure CI-6.2(a):** Develop a long-term parking plan and appropriate development fees for the entire City of Mt. Shasta.

**Implementation Measure CI-6.2(b):** Develop parking areas in the perimeter of downtown to create an adequate parking supply to serve existing businesses and future development.

**Implementation Measure CI-6.2(c):** On-site parking should be located to the rear or side of buildings.

**Implementation Measure CI-6.2(d):** Businesses with appropriate land uses for effective shared parking should be encouraged. Examples of businesses with shared parking opportunities may include office buildings and uses that generate primarily an evening parking demand such as restaurants and theaters.

**Implementation Measure CI-6.2(e):** Utilize signs to direct traffic to various parking areas around the City.

**GOAL CI-7 – ENCOURAGE CONTINUED PUBLIC TRANSPORTATION IN THE MT. SHASTA AREA.**

**Policy CI-7.1:** Support proposals to expand public transportation options.

**Implementation Measure CI-7.1(a):** When City support is requested for expansion or enhancement of public transportation facilities, provide Council support to the efforts through resolutions of support or other appropriate actions.

**Implementation Measure CI-7.1(b):** Continue to work with STAGE to add transit stops as appropriate throughout the community.

**GOAL CI-8 – PROMOTE SAFE AND EFFICIENT PEDESTRIAN AND BICYCLE TRANSPORTATION AND OTHER MODES OF NON-MOTORIZED TRANSPORTATION.**

**Policy CI-8.1:** Promote the development of bikeways, sidewalks, pedestrian pathways and multi-use paths that connect residential neighborhoods with other neighborhoods, schools, employment centers, commercial centers and public open space, and that separate bicyclists, skateboarders and pedestrians from vehicular traffic whenever possible. Ensure that pedestrian facilities are follow logical routes designed to serve pedestrian needs and are not constructed as “sidewalks to nowhere”.

**Implementation Measure CI-8.1(a):** Amend the development code to require that new sidewalks, pedestrian pathways, multi-use paths and/or bikeways be constructed for new development based upon current and foreseeable future needs in the area of proposed projects. Amend the development code to require that new sidewalks or pedestrian pathways be constructed for all new development.

**Implementation Measure CI-8.1(b):** When siting sidewalks, pedestrian pathways, bikeways and/or multi-use paths, the City shall examine where existing facilities are located and determine if there are other more logical travel patterns that should also be served. When siting sidewalks or pedestrian pathways, the City shall examine where existing facilities are located and if there are other more logical pedestrian patterns that should also be served.

**Implementation Measure CI-8.1(c):** The City should create an Alternative Transportation Advisory Committee (ATAC) to serve as an advisory body on matters relating to planning of the City's bikeway, sidewalk, pedestrian pathway and multi-use path system, as well as future modifications and expansion of that system.

**Implementation Measure CI-8.1(d):** Develop a Trails and Bikeway Master Plan that incorporates recommendations of the Community Action Plan and the Siskiyou County Bicycle Plan, where appropriate, to plan the location and development of future trails and alternative transportation routes in the City and the vicinity.

**Policy CI-8.2:** If the railroad line between the City of Mt. Shasta and McCloud is ever proposed for abandonment, the City supports the conversion of the route for a public multi-purpose trail.

**Implementation Measure CI 8.2(a):** Should the McCloud Railway Company line ever be abandoned between the City and the community of McCloud, the City of Mt. Shasta shall support the retention and development of the right-of-way for a multi-purpose public trail for non-motorized use (e.g., a “rails to trails” type of conversion).

**GOAL CI-9 – ENSURE ADEQUATE UTILITIES TO MEET COMMUNITY NEEDS.**

**Policy CI-9.1:** Encourage participation of public utilities in the project review process.

**Implementation Measure CI-9.1(a):** Provide copies of development proposals for the review and comment of public utilities about the capacity to serve the project.

**Implementation Measure CI-9.1(b):** Support efforts by utilities to upgrade and improve service to the Mt. Shasta area.

**Policy CI-9.2:** Develop public utility master plans for water service, sewage disposal and stormwater control.

**Implementation Measure CI-9.2(a):** Complete, and update as needed, the capital improvement plans for City-provided utility services, including water, sewer, and stormwater.

**Implementation Measure CI-9.2(b):** Require that a capital improvement plan be adopted includes an implementing program with target dates, estimated costs, and possible methods of financing the programs.

**Implementation Measure CI-9.2(c):** When commercial development is proposed with new parking facilities, require that a site drainage plan be included with permit applications.

**GOAL OC-1 – CONSERVE LANDS THAT SUPPORT IMPORTANT FISHERIES, WILDLIFE AND BOTANICAL HABITAT, AND WETLANDS.**

**Policy OC-1.1:** Limit development on lands that provide important fisheries, wildlife and botanical habitat, and wetlands to agriculture and rural density residential.

**Implementation Measure OC-1.1(a):** In areas identified as important fisheries, wildlife and botanical habitat, allow a maximum density of not more than one dwelling unit per ten acres of gross land area.

**Implementation Measures OC-1.1(b):** In the deer wintering and deer fawning areas, establish a maximum density of one dwelling per twenty acres of gross land area.

**Policy OC-1.2:** Encourage public-private programs to conserve important fishery, wildlife and botanical habitat, and wetlands. Implementation Measures:

**Implementation Measure OC-1.2(a):** Encourage Federal and State agencies as well as non-profit conservation organizations to work with private land owners to establish programs to enhance and conserve important fishery, wildlife and botanical, and wetland habitats.

**Implementation Measure OC-1.2(b):** Encourage voluntary recordation of protective easements by private property owners for projects located in important fishery, wildlife and botanical, and wetland habitats in concert with the provisions of the Open Space Easement Act of 1974. Any plan derived from this implementation measure should include detailed descriptions of what land uses are appropriate within the easement and a management plan to optimize the land's potential to maintain the resources or habitats being protected.

**Policy OC-1.3:** Require flexibility in development standards to balance both private property rights with the need to conserve fishery, wildlife and botanical habitats, and wetlands.

**Implementation Measure OC-1.3(a):** When proposals are submitted for development in important fisheries, wildlife and botanical habitats, or wetlands, encourage the use of clustered development in conjunction with open space easements to conserve or protect sensitive areas.

**Implementation Measure OC-1.3(b):** Consider the Theiss 1990 wetland report and the documented identification of the California Department of Fish and Game's deer wintering and fawning grounds as initial steps in identifying important fishery, wildlife and botanical, and wetland habitats in the planning area. Recognize and reference new, credible information as it becomes available.

**OPEN SPACE AND CONSERVATION GOALS, POLICIES AND IMPLEMENTATION MEASURES:**

**GOAL OC-2 – PROTECT RIPARIAN HABITAT ALONG STREAMS IN THE PLANNING AREA.**

**Policy OC-2.1:** Require erosion control protection as a part of grading and development plans.

**Implementation Measure OC-2.1(a):** Develop a grading ordinance which will, at a minimum, incorporate:

- Standards related to heavy equipment operating within stream channels;
- Sediment and surface runoff management;
- Erosion control contingency plan;
- An enforcement component to ensure adherence to the ordinance;
- References to state and federal rules applicable to protecting riparian habitat (e.g., grading setbacks from riparian habitat); and
- Provisions to cooperate with state, federal and private land managers to establish a mitigation bank within the planning area so that mitigation resulting from impacts to riparian habitat within the planning area provides local benefits for retaining riparian resources.

#### **GOAL OC-3 – CONSERVE WETLAND AREAS.**

**Policy OC-3.1:** Work to satisfy state and national wetlands policy.

**Implementation Measure OC-3.1(a):** Submit copies of applications and environmental documents to the U.S. Army Corps of Engineers and the California Department of Fish and Game when development is proposed on parcels identified as containing wetland potential.

**Policy OC-3.2:** Encourage property owners of lands with wetlands to design projects to avoid or mitigate wetland impacts.

**Implementation Measure OC-3.2(a):** When applications are submitted for development on parcels which are identified as containing wetlands potential, require the preparation and submittal of a wetland delineation report for verification by the Army Corps of Engineers.

**Implementation Measure OC-3.2(b):** If the development will result in the deposition of dredge and fill material into wetland habitat, before the start of work require that the developer submit copies of all relevant state and federal wetland permits, including but not limited to a Clean Water Act Section 404 dredge and fill permit from the U.S. Army Corps of Engineers, a Clean Water Act Section 401 water quality certification from the Regional Water Quality Control Board, and a Fish and Game Code Section 1602 streambed alteration agreement from the California Department of Fish and Game.

#### **GOAL OC-4 – ENCOURAGE AND CONSERVE LANDS FOR AGRICULTURAL PURPOSES.**

**Policy OC-4.1:** Allow agricultural production lands to remain available for agriculture and rural uses.

**Implementation Measure OC-4.1(a):** Establish maximum residential densities of not more than one dwelling per ten acres on agricultural lands.

**Implementation Measure OC-4.1(b):** Encourage retaining lands in agricultural uses through the execution of Williamson Act contracts to create Agriculture Preserves.

**Implementation Measure OC-4.1(c):** Incorporate “right-to-farm” provisions into the revised Development Code for the City, and work with the County to enact similar provisions for lands in the unincorporated area.

**Policy OC-4.2:** Encourage small-scale farms and commercial gardens in the Planning Area.

**Implementation Measure OC-4.2(a):** In the Land Development Code allow as permitted uses in Rural Residential lands small scale farms that do not use heavy equipment, chemical sprays, or result in noise generation exceeding acceptable residential standards, or generate traffic in excess of a normal home business.

#### **GOAL OC-5 – ENCOURAGE AND CONSERVE LANDS FOR TIMBER PURPOSES.**

**Policy OC-5.1:** Allow timber production lands to remain available for the harvest and replanting of timber resources, as well as rural and recreation uses.

**Implementation Measure OC-5.1(a):** Establish maximum residential densities of not more than one dwelling per twenty acres on private timber production lands which are not within a Timber Protection Zone (TPZ).

**Implementation Measure OC-5.1(b):** Encourage retention of timber lands through the execution of contracts to create Timber Preserves and Timber Preserve Zoning under the provisions of the Z’Berg-Warren-Kline-Collier Forest Taxation Reform Act of 1976, which establish a basic 160-acre maximum density for residential development.

#### **GOAL OC-6 – ENSURE AN ADEQUATE SUPPLY OF CONSTRUCTION MINERALS AND AGGREGATE IN THE MT. SHASTA AREA, AND SUPPORT THE ECONOMIC VIABILITY OF EXISTING MINING AND PROCESSING OPERATIONS.**

**Policy OC-6.1:** Allow mineral and aggregate resource lands at appropriate locations to be commercially developed for purposes of providing construction material and industrial minerals for the area.

**Implementation Measure OC-6.1(a):** Conserve mineral resource lands and support production at existing aggregate facilities by avoiding urban density residential development on surrounding parcels.

**Implementation Measure OC-6.1(b):** Ensure the beneficial reuse of mined lands through the approval and implementation of a reclamation program.

**Implementation Measure OC-6.1(c):** Reclamation plans approved by the City shall be carried out on a phased basis – not deferred to the conclusion of the mining activities – as identified in the application for a mining permit and reclamation plan approval.

**Implementation Measure OC-6.1(d):** No new permits shall be issued nor expiring permits renewed without approval of or update to a reclamation plan.

**Implementation Measure OC-6.1(e):** Residences and commercial uses having overnight accommodations (e.g., hotels, motels) should be required to obtain a conditional use permit if proposed to be located within 100 feet of the property line of a parcel on which there is a permitted mining or related processing operation.

#### **GOAL OC-7 – PROTECT THE SCENIC RESOURCES OF THE MT. SHASTA AREA.**

**Policy OC-7.1:** Promote the protection of the scenic beauty of the Mt. Shasta area through appropriate zoning, development standards, and the development review process involving lands in both the City and outside the city limits. The County is encouraged to support and help implement this policy.

**Implementation Measure OC-7.1(a):** Locate new development outside of scenic vistas and off of prominent slope exposures and ridge lines.

**Implementation Measure OC-7.1(b):** Establish and enforce standards for new development to protect visible hillsides and ridges. These standards will address screening, design, and setbacks from the tops of ridges.

**Implementation Measure OC-7.1(c):** Establish and enforce standards for outdoor lighting to reduce light pollution.

**Implementation Measure OC-7.1(d):** Require undergrounding of all new utilities wherever practical. Encourage other agencies and entities to underground their facilities. Where undergrounding is impractical, aboveground lines shall be located to minimize impacts on sensitive scenic areas.

**Policy OC-7.2:** To protect scenic viewsheds and related natural resources, the City shall maintain the policy position that, within the City's General Plan planning areas, the County should not allow the creation of parcels less than 20-acres in size on lands designated in the County's General Plan as a Woodland Productivity constraint area unless the County first amends its General Plan to designate the site for a specific development-type of land use (e.g., rural residential, commercial, etc.).

**Implementation Measure OC-7.2(a):** The City shall encourage the County to rezone land that is within Woodland Productivity constraint areas, as identified in the County's General Plan Land Use Element, and that is also in a scenic viewshed area and "Resource" land use designation as recognized in the City's General Plan, to zoning districts that prohibit division of property to less than 20-acres, and otherwise restrict development that will significantly impact resource values.

#### **GOAL OC-8 – PRESERVE AREAS OF SIGNIFICANT CULTURAL RESOURCES.**

**Policy OC-8.1:** Ensure that appropriate measures are taken concerning protection or study of significant cultural resources.

**Implementation Measure OC-8.1(a):** When projects are proposed on lands identified as having High Cultural Resource Sensitivity, the application shall be accompanied by a Cultural Resources Reconnaissance and Archival Report conducted and compiled by a qualified archaeologist. If there is a likelihood that cultural resources are present on the site, the City may require field study to determine the location, potential for disturbance, and scope of mitigation.

**Implementation Measure OC-8.1(b):** When projects are proposed on lands identified as having Medium Cultural Resource Sensitivity, the application shall be accompanied by an Archival Report compiled by a qualified archaeologist. If there is likelihood that cultural resources are present on the site, the City may require a field reconnaissance or other similar study to determine the location, potential for disturbance, and scope of mitigation.

**Implementation Measure OC-8.1(c):** The scope of mitigation shall conform to the requirements of the California Environmental Quality Act with an emphasis on avoiding, if feasible, disturbance of the cultural resource. Avoidance may be accomplished by capping the site, if appropriate.

**Implementation Measure OC-8.1(d):** When approving construction projects, the City shall incorporate the following mitigation measure, or a similar measure that would fulfill the intent: Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, or architectural remains be encountered during development activities, work shall be suspended and the City Planning Department shall be immediately notified. At that time, the City will coordinate any necessary investigation of the discovery with an appropriate specialist (e.g., archaeologist or architectural historian). The project proponent shall be required to implement mitigation necessary for the protection of cultural resources.

The City and the project applicant shall consider mitigation recommendations presented by a qualified archeologist for any unanticipated discoveries. The City and the project applicant shall consult and agree upon implementation of a measure or measures that the City and project applicant deem feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures.

**Implementation Measure OC-8.1(e):** When approving construction projects, the City shall incorporate the following mitigation measure, or a similar measure that would fulfill the intent: If human remains are discovered, all work must stop in the immediate vicinity of the find, and the County Coroner must be notified, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed.

**Implementation Measure OC-8.1(f):** When approving construction projects, the City shall incorporate the following mitigation measures, or similar measures that would fulfill the intent: Should any potentially unique paleontological resources (fossils) be encountered during development activities, work shall be suspended and the City Planning Department shall be immediately notified. At that time, the City will coordinate any necessary investigation of the discovery with a qualified paleontologist. The project proponent shall be required to implement mitigation necessary for the protection of paleontological resources.

The City and the project applicant shall consider the mitigation recommendations of the qualified paleontologist for unanticipated discoveries. The City and the project applicant shall consult and agree upon implementation of a measure or measures that the City and project applicant deem feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures.

**GOAL OC-9 – PROVIDE PARK AND RECREATION FACILITIES TO MEET THE GROWING POPULATION OF MT. SHASTA.**

**Policy OC-9.1:** Strive to provide neighborhood parks to meet the needs of developing areas.

**Implementation Measure OC-9.1(a):** Require new residential development with densities of three or more dwelling units per acre of gross land area to provide an active play area sized for the project site, or contribute to the cost of a neighborhood park to serve the general vicinity.

**Implementation Measure OC-9.1(b):** Maintain the land development code to reflect the appropriate play area-neighborhood park contribution requirement.

**Policy OC-9.2:** Continue to meet community park and recreation needs.

**Implementation Measure OC-9.2(a):** Encourage community and non-profit organizations to develop or operate locally-oriented park and recreation facilities using funds collected through Quimby Act or developer impact fees.

**Implementation Measure OC-9.2(b):** Maintain a ratio of not less than five acres of neighborhood parks per one thousand City population.

**Implementation Measure OC-9.2(c):** Maintain a ratio of not less than five acres of community park land per one thousand City population.

**Implementation Measure OC-9.2(d):** Utilize the provisions of the Subdivision Map Act and the City Municipal Code to collect park capital improvement and acquisition fees from new residential development pursuant to the Quimby Act.

**Implementation Measure OC-9.2(e):** The City shall encourage the County to require that new residential development projects outside the city limits but within the Mt. Shasta Recreation and Parks District provide a "fair share" contribution (similar to the City's Quimby Act requirements) to help support the provision of district recreation facilities.

**GOAL OC-10 – PROTECT THE DRINKING WATER OF MT. SHASTA RESIDENTS.**

**Policy OC-10.1:** Maintain a safe drinking water supply.

**Implementation Measure OC-10.1(a):** Comply with drinking water standards.

**Policy OC-10.2:** Protect the City's drinking water sources from contamination.

**Implementation Measure OC-10.2(a):** When reviewing development proposals for projects with the potential to contaminate drinking water supplies, ensure that the environmental and project review process incorporates appropriate measure to avoid drinking water contamination.

**Implementation Measure OC-10.2(b):** Enforce provisions of the building code requiring anti-siphon devices on non-residential structures to prevent backflow of contaminated water into the drinking water supply.

**GOAL OC-11 – STRIVE TO MAINTAIN CLEAN AIR IN THE PLANNING AREA.**

**Policy OC-11.1:** Work with the County to maintain attainment status in the planning area.

**Implementation Measure OC-11.1(a):** Send copies of applications for projects that produce air emissions for review and comment by the Siskiyou County Air Pollution Control District.

**Implementation Measure OC-11.1(b):** Work with the Siskiyou County Air Pollution Control District to implement programs designed to maintain attainment standards.

**Implementation Measure OC-11.1(c):** Require EPA-certified wood stoves to aid in reducing cumulative effects from wood smoke emissions.

**SAFETY ELEMENT GOALS, POLICIES AND IMPLEMENTATION MEASURES:**

**GOAL SF-1 – PROTECT PEOPLE AND PROPERTY FROM FLOODING.**

**Policy SF-1.1:** Identify areas subject to inundation

**Implementation Measure SF-1.1(a):** Require that the limits of flooding resulting from a one hundred-year storm event be shown on all permit site plans where lands may be subject to inundation.

**Implementation Measure SF-1.1(b):** When subdivisions or discretionary permits are sought for lands adjoining streams that have had a history of overtopping the banks, require that an assessment be prepared by a qualified engineer or hydrologist to delineate areas likely to be subject to inundation from a one hundred-year storm event.

**Policy SF-1.2:** Develop a program to identify areas subject to flooding.

**Implementation Measure SF-1.2(a):** As studies related to flooding are prepared and submitted for projects, the Department of Public Works shall maintain a file of such reports and maps for public use.

**Implementation Measure SF-1.2(b):** Each year, upon the annual review and update of the General Plan, any boundaries of flood studies prepared during the previous years shall be identified on a City Flood Sensitive Area map.

**GOAL SF-2 – ASSURE LIFE AND PROPERTY ARE ADEQUATELY PROTECTED FROM SEISMIC HAZARDS IN THE AREA.**

**Policy SF-2.1:** Avoid development in areas of steep slope and high erosion potential.

**Implementation Measure SF-2.1(a):** Maintain a maximum density of not more than one dwelling per ten acres of gross land area on slopes in excess of thirty percent.

**Implementation Measure SF-2.1(b):** Amend the land development code to establish special review standards for areas with slopes of greater than thirty percent.

**Implementation Measure SF-2.1(c):** Ensure that site development on steep slopes is designed to avoid creating areas that may be subject to slippage or movement from storm events.

**Implementation Measure SF-2.1(d):** Encourage the use of density transfer to avoid new private construction in areas of steep slopes or high erosion potential.

**GOAL SF-3 – TAKE PRUDENT STEPS TO MAINTAIN EMERGENCY SERVICES IN THE EVENT OF VOLCANIC ACTIVITY.**

**Policy SF-3.1:** Periodically update the City's emergency service program to minimize destruction from volcanic activity.

**Implementation Measure SF-3.1(a):** Evaluate power, telephone, water, sewer and other utilities; roads, and landing strips for their location and resistance to the effects of various volcanic hazards, and provide the City Council with recommendations for improvements.

**Implementation Measure SF-3.1(b):** Local, state, and Federal governments should develop contingency plans for a possible volcanic eruption at Mt. Shasta, including provisions for emergency communication.

**Implementation Measure SF-3.1(c):** Develop programs to educate residents about preparing for volcanic hazards.

**Policy SF-3.2:** Take steps to protect public facilities and emergency service providers.

**Implementation Measure SF-3.2(a):** Avoid construction of public or emergency buildings within low-lying areas that may be subject to volcanic flows.

**Implementation Measure SF-3.2(b):** Evaluate and upgrade necessary local codes to accommodate the potential effects of volcanic induced seismic and airfall hazards.



#### GOAL SF-4 – PROTECT PROPERTY AND LIFE FROM FIRE HAZARDS

**Policy SF-4.1:** Update City codes to provide for fire protection.

**Implementation Measure SF-4.1(a):** Amend the City's building and land development codes to incorporate fire prevention and wildfire protection measures.

**Implementation Measure SF-4.1(b):** Utilize the expertise and experience of the area fire fighting personnel to recommend a workable program that can be used to gain public cooperation in protecting property and lives against fire hazards.

**Implementation Measure SF-4.1(c):** Require street and address signs to be clearly and legibly displayed for all streets and structures in the City.

**Implementation Measure SF-4.1(d):** Amend the land development code to require adequate fire suppression water supplies for all new development, other than the construction of a single-family home on an existing single family parcel.

**Implementation Measure SF-4.1(e):** Require residents to maintain defensible space around their homes and businesses consistent with state standards.

**Implementation Measure SF-4.1(f):** The City shall review the recommendations of the *Mt. Shasta Area Community Wildfire Protection Plan* and, when found to be appropriate and otherwise consistent with City policy, support and/or implement its recommendations.

**Policy SF-4.2:** Adopt and enforce development standards that provide adequate fire protection.

**Implementation Measure SF-4.2(a):** Avoid individual driveways of more than seventy-five feet in length by requiring as a condition of building permits extra width or mandating a paved, all-weather surface for longer driveways.

**Implementation Measure SF-4.2(b):** Amend the land development code to require that cul-de-sacs serving individual parcels with a length of more than three hundred feet be wide enough to allow for incoming- and outgoing-vehicles during a fire emergency. The minimum paved width shall be twenty feet with two four-foot shoulder areas.

**Implementation Measure SF-4.2(c):** Amend the land development code to require special fire agency approvals for any new cul-de-sac proposed to have a length greater than one-quarter of a mile. The City may deny a road design on the basis of single access point and length of cul-de-sac.

**Implementation Measure SF-4.2(d):** Require all new subdivisions when viewed as complete projects to have at least two points of public ingress and egress unless there are overriding considerations agreed to by the fire chief or California Department of Forestry and Fire Protection for allowing only one public access point.

#### GOAL SF-5 – PROTECT PEOPLE AND THE ENVIRONMENT FROM HAZARDOUS MATERIALS EXPOSURE.

**Policy SF-5.1:** Assure that the use, storage, and transportation of hazardous materials complies with Federal and State regulations.

**Implementation Measure SF-5.1(a):** Working with the State Department of Health and the County Health Department, enforce the applicable provisions of State law related to hazardous material storage.

**Implementation Measure SF-5.1(b):** Ensure that the Fire Department maintains the appropriate "Right-to-Know" records related to storage, use, and disposal of hazardous materials.

**Policy SF-5.2:** Develop communications with the railroads concerning the transportation of hazardous materials.

**Implementation Measure SF-5.2(a):** Each year during the annual review of the General Plan, send a letter to the appropriate official of the McCloud and Union Pacific Railroad requesting notification of any changes in the status of the railroads' procedures for tracking and transporting hazardous materials in the area.

**Implementation Measure SF-5.2(b):** At least once every three years, coordinate an emergency services exercise with the County Office of Emergency Services to practice procedures related to a hazardous material spill.

#### GOAL SF-6 – MAINTAIN PUBLIC SAFETY AT LOCATIONS WHERE RAIL AND OTHER TRANSPORTATION FACILITIES INTERFACE.

**Policy SF-6.1:** Work with Union Pacific Railroad and the McCloud Railway Company to identify measures to reduce the impact of rail traffic on the City's circulation system.

**Implementation Measure SF-6.1(a):** Evaluate the adequacy of public safety provisions at railroad grade crossings and support improvements where warranted.

**GOAL SF-7 – MAINTAIN ADEQUATE LEVELS OF PUBLIC SAFETY AT STREET-RAIL GRADE CROSSINGS WHILE, WHEN POSSIBLE, REDUCING NOISE IMPACTS INVOLVED WITH WARNING SYSTEMS.**

**Policy SF-7.1:** The City will consider the feasibility and means for modifying warning and control systems at selected street-rail grade crossings to reduce related noise impacts, provided that adequate public safety is provided.

**Implementation Measure SF-7.1(a):** The City will consider the feasibility of establishing “quiet zones” and/or the use of wayside horns to reduce train horn noise impacts pursuant to the criteria of the Federal Railroad Administration. Determination to proceed with implementation will be based on the expected adequacy of public safety and cost feasibility.

**GOAL SF-8 – ENSURE THE SAFE AND ORDERLY FLOW OF TRAFFIC THROUGH THE CITY DURING AND AFTER WINTER STORM EVENTS.**

**Policy SF-8.1:** The City shall enforce rules and regulations that govern the ability of the City to provide roadways unobstructed by snow.

**Implementation Measure SF-8.1:** Enforce Chapter 12.24 of the Mt. Shasta Municipal Code.

**NOISE ELEMENT GOALS, POLICIES AND IMPLEMENTATION MEASURES:**

**GOAL NZ-1 – PROTECT CITY RESIDENTS FROM THE HARMFUL AND ANNOYING EFFECTS OF EXPOSURE TO EXCESSIVE NOISE.**

**Policy NZ-1.1:** Enforce standards for noise exposure from proposed and existing non-transportation noise sources. The General Plan Noise Standards for the City of Mt. Shasta for new uses affected by non-transportation noise sources are shown on Table 7.5. The standards of Table 7.5 shall be applied to both new noise-sensitive land uses and new noise-generating uses, with the responsibility for noise attenuation placed on the new use. For example, if a developer proposes construction of a new apartment complex near an existing industry, the developer would be responsible for including appropriate noise attenuation in the project design to achieve compliance with the standards of Table 7.5 at the new apartments. Conversely, if a new industry was proposed near an existing apartment complex, the industry would be responsible for including appropriate noise attenuation in the project design to achieve compliance with the Table 7.5 standards at the existing apartment building.

**Implementation Measure NZ-1.1(a):** Enact a noise control ordinance.

**Implementation Measure NZ-1.1(b):** When noise levels due to non-transportation noise sources exceed acceptable noise level standards as indicated in Table 7.5, noise mitigation measures shall be required to comply with the standards.

**Implementation Measure NZ-1.1(c):** Noise created by new proposed non-transportation noise sources shall not exceed the noise level standards indicated in Table 7.5 at the property line.

**Policy NZ-1.2:** Review impacts more closely when a project is potentially a high noise generator.

**Implementation Measure NZ-1.2(a):** Proposed non-residential land uses that are likely to produce noise levels exceeding the acceptable noise standards at existing or planned noise-sensitive uses shall require an acoustical analysis as part of the application review process to ensure that methods of achieving noise standards are included in project design.

**Policy NZ-1.3:** Emergency service and agriculture uses shall be allowed to continue or be initiated even if noise standards are exceeded.

**Implementation Measure NZ-1.3(a):** Noise sources associated with agricultural operations on lands zoned for emergency equipment, fire fighting, and agricultural uses are exempt from noise standards.

**Policy NZ-1.4:** Enforce General Plan noise standards for noise exposure from proposed and existing transportation noise sources. The General Plan Noise Standards for the City of Mt. Shasta for new uses affected by transportation noise sources are shown on Table 7.6. Where the noise level standards of Table 7.6 are expected to be exceeded at proposed new uses that would be affected by traffic or railroad noise, appropriate noise mitigation measures shall be included in the project design to reduce projected noise levels to comply with the standards of Table 7.6.

**Implementation Measure NZ-1.4(a):** Evaluate transportation noise sources of proposed projects according to the noise level standards shown in Table 7.6.

**Implementation Measure NZ-1.4(b):** Using acceptable acoustical engineering and construction standards, incorporate design features to reduce traffic noise to achieve the noise standards shown in Table 7.6.

**Implementation Measure NZ-1.4(c):** Noise created by new transportation noise sources, including roadway improvements, shall be mitigated to comply with the noise level standards shown in Table 7.6.

**Implementation Measure NZ-1.4(d):** Actively enforce the California Vehicle Code sections relating to adequate vehicle mufflers and modified exhaust systems.

**Policy NZ-1.5:** Actively work to reduce noise generated by City equipment.

**Implementation Measure NZ-1.5(a):** When purchasing new equipment, the City shall acquire equipment and vehicles that comply with noise level performance standards based upon the best feasible noise reduction technology.

**Policy NZ-1.6:** The City Development Code shall include procedures to ensure that required noise review and mitigation measures are implemented in the project review and building permit processes.

**Implementation Measure NZ-1.6(a):** Proposed noise-sensitive land uses in areas exposed to existing or projected exterior noise levels, which exceed acceptable noise standards, shall require an acoustical analysis as part of the environmental review process so that noise mitigation may be included in the project design. When an acoustical analysis is required by the City to assess compliance with the City's Noise Element standards, the analysis shall follow the guidelines of Table 7.7.

**Policy NZ-1.7:** Noise attenuation measures required to achieve acceptable noise standards shall emphasize site planning and project design.

**Implementation Measure NZ-1.7(a):** Use creative concepts and accepted acoustical engineering standards to achieve acceptable noise standards.

**Implementation Measure NZ-1.7(b):** The use of noise barriers, such as soundwalls, shall be considered a supplemental means of achieving the noise standards after all practical design-related noise mitigation measures have been integrated into the project. When soundwalls and noise barriers are proposed, the City will consider the visual impacts in addition to their effectiveness in attenuating noise.

**Policy NZ-1.8:** Monitor compliance with noise standards.

**Implementation Measure NZ-1.8(a):** Develop and employ procedures to monitor compliance with the standards of the Noise Element after completion of projects where noise mitigation measures were required.

**Implementation Measure NZ-1.8(b):** Building design shall be reviewed to enforce the State Noise Insulation Standards (California Code of Regulations, Title 24) and Chapter 35 of the Uniform Building Code (UBC).

**Implementation Measure NZ-1.8(c):** Noise associated with construction activity between the hours of 7 a.m. and 5 p.m. shall be exempt from the standards cited in Table 7.5. Construction activity outside of this period may exceed the cited standards if an exemption is granted by the City to cover special circumstances.



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## **2.0 INTRODUCTION**

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## **2.1 PROJECT BACKGROUND AND PURPOSE**

This Environmental Impact Report (EIR) has been prepared in conformance with the California Environmental Quality Act (CEQA). The intent of this EIR is to provide accurate and current information to the public, responsible agencies, the Planning Commission and the City Council regarding: (1) the potential environmental consequences of the proposed General Plan revision; (2) the degree to which any significant environmental impacts can be avoided or mitigated; and (3) feasible alternatives to the project that may reduce the number or degree of environmental impacts.

The overall goal of the project is to revise the City of Mt. Shasta's General Plan to update the existing (1993) General Plan to respond to current and anticipated development issues, and to maintain a legally sufficient, concise, readable and usable document. For continuity, many of the goals, policies and implementation measures from the existing General Plan are being retained where feasible and appropriate, or are only being modified slightly for clarification. In the draft revised General Plan, the proposed changes in policies and implementation measures are shown with "track changes". When the City Council has provided directions for completing the document after public review, the changes approved by the City will be made prior to adoption.

As described in the Introduction to the proposed revised General Plan, prior to the 1993 revision, the City's General Plan consisted of a collection of documents that had evolved from the Land Use and Circulation Elements of the 1963 General Plan. The General Plan was amended in 1975 to add the Conservation, Open Space, Noise and Safety Elements. The Land Use Element was revised in 1980, and a revised Housing Element (pursuant to State requirements) was adopted in 1990. The Circulation Element was revised in 1987. Each of these revisions, however, was a stand-alone effort. The General Plan had not, until 1993, been subject to a comprehensive revision. In 1988, the City initiated a comprehensive General Plan revision, initially encompassing the Land Use, Conservation, Open Space, Safety, and Noise Elements. By 1993, the City had expanded the General Plan to include all of the mandatory General Plan elements.

In 2004, the City decided to initiate a new update of its General Plan. As part of the General Plan Update process, a Phase I review was conducted to review the 1993 General Plan and to refine a scope of work for the update. The planning firm of Pacific Municipal Consultants was hired to review the General Plan and related documents. This Phase included review of related recommendations that had been made in recent years by the Planning Commission and the City Economic Development Advisory Committee. The City also invited public input concerning the issues that should be addressed in the update and a community workshop was held on October 28, 2004, to receive suggestions. The recommendations and suggestions were compiled and, on November 29, 2004, the City Council and the Planning Commission held a joint meeting to review the list of issues. From that meeting, a refined list of issues was developed to help focus the scope of work for the General Plan update.

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The second phase of the process was to draft a revised General Plan, conduct the necessary environmental impact analysis pursuant to the California Environmental Quality Act (CEQA), and to have further public review of the draft documents. Concurrent with the General Plan revision, it was recommended and the City decided to revise the Land Development Code, the Noise Ordinance, recommendations for improved Architectural Design Guidelines, and the City's CEQA Implementation Guidelines.

This EIR has been prepared concurrently with preparation of the draft revision of the General Plan and the related implementation provisions. The EIR has evaluated the proposed goals, policies and implementation measures of the plan. By preparing the EIR at this stage of General Plan development, the City has had the opportunity to consider the environmental implications of the proposed revisions. As such, specific mitigation strategies identified through the process have been incorporated as policy directives or implementation measures, wherever feasible, prior to finalization and adoption of the General Plan. The result of this parallel process is a General Plan document that is internally consistent, and that has fully considered the environmental findings of the EIR. The General Plan revision is largely designed to be "self-mitigating" by incorporating policies and implementation measures that address and mitigate related environmental impacts.

### 2.2 LEGAL BASIS

In 1970, the California Legislature enacted the California Environmental Quality Act (CEQA). The statutes that comprise CEQA are set forth in the California Public Resources Code, Section 21000 *et seq.* To assist in implementing these statutes, the State of California has issued regulations known as the State CEQA Guidelines. Under CEQA, all State and local agencies are required to consider the environmental impacts of any project they approve or propose to implement. The principal CEQA mechanism for consideration of the impacts that may have potentially significant environmental impacts is the EIR.

An EIR is primarily a public disclosure and information document with a number of specific objectives, including:

- To inform public agency decision-makers and the public of the environmental effects of proposed activities;
- To assist public agency decision-makers as they consider the environmental implications of their actions;
- To identify ways in which environmental damage can be avoided or significantly reduced;
- To reduce or prevent damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures; and
- To disclose to the public the reasons why a governmental agency approved a project if significant environmental effects are involved.

CEQA requires the preparation of an EIR prior to approving any "project" that may have a significant effect on the environment. For the purposes of CEQA, the term "project" refers to the whole of an action that has a potential for resulting in a direct physical change or a reasonably foreseeable indirect physical change in the environment (CEQA Guidelines Section 15378[a]). The City of Mt. Shasta has determined that implementation of the Draft Plan constitutes a "project" within the definition of CEQA. Typically, General Plan revisions may have the potential for resulting in significant environmental effects. This EIR was prepared to evaluate the extent to which the proposed revision of the City's General Plan has the potential for significant environmental impacts.

### **2.3 TYPE OF DOCUMENT AND INTENDED USE**

In accordance with CEQA Guidelines Section 15146, the degree of specificity of this EIR corresponds with the degree of specificity involved in the underlying activity; i.e., adoption of revisions to the City of Mt. Shasta's General Plan and related implementation. Since the proposed General Plan revision is "general" in nature and proposes few policies and actions that would have substantial physical changes in land use and related impacts greater than policies that are already in effect, this EIR is necessarily less detailed than an EIR would be for a site-specific construction project or similar activity. This EIR addresses environmental issues on a broader scale. In addition, the major policy emphasis of the proposed General Plan revisions is to reaffirm and reinforce the general intent of existing policies. Therefore, this EIR is intentionally direct and concise, as opposed to speculative and exhaustive.

An evaluation of the environmental impacts of a general plan revision is much different than an assessment of the potential impacts that may result from a proposed project that directly involves physical changes to land, as would be the case with a subdivision project or a use permit for a particular land use. As the name implies, a general plan consists of general policies concerning land use, public services and infrastructure, and resource management. Therefore, a general plan revision itself may not have specific environmental impacts. This factor is very much the case with the proposed revision of the Mt. Shasta General Plan.

A second factor, in the case of a general plan revision, is that the City already has a general plan. As will be discussed below on the topic of the "No Project" alternative, if the City does not revise its General Plan at this time, it will still have a general plan with all of the land use designations, goals and policies that are currently in effect.

The proposed project is not adoption of a completely new General Plan. The proposed project only consists of amendments being proposed to the 1993 General Plan. The character of the amendments being made to the City of Mt. Shasta General Plan is of three general types:



## 2.0 INTRODUCTION

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1. Update of background information and minor changes to update and/or clarify some of the goals, policies and mitigation measures (henceforth addressed as “provisions”) of the 1993 General Plan.
2. Certain provisions are deleted because they are not considered to be as effective as they should be and/or because they are being substantially reworded or replaced with clearer and more effective variations.
3. New provisions are added to address issues more effectively than they were, or to address issues that were not addressed at all, in the 1993 General Plan.

It is a standard approach in preparing a general plan that, once a City adopts a particular goal, policies should be established to help the City define that goal. Then implementation measures are proposed to help implement or otherwise support the policies to achieve the particular goal. Therefore, the policies and implementation measures are intended to help the City accomplish its goals and the “vision” for the community. Generally, the clearer policies and implementation measures can be, the more effective they will be in serving the City.

There are a number of minor amendments proposed to the 1993 General Plan that will help the City clarify particular goals and policies that have no environmental impacts at all. Following are two important observations concerning the potential environmental impacts of the proposed general plan revision:

- 1) The proposed changes in the General Plan do not increase the potential for environmental impacts that already exist under the 1993 General Plan.
- 2) Most of the proposed changes in the General Plan will have the result of actually improving the City’s ability to avoid or reduce environmental impacts that could result from future development.

The potential for environmental impacts that may result in the context of the General Plan with the proposed changes is basically the same potential that exists under the 1993 General Plan. However, revisions in the General Plan provisions are intended and designed to more effectively avoid or mitigate potential impacts. To a large extent, as noted above, many general plan policies can be said to be “self-mitigating”. That is, provisions to support protection of local resources are generally built into the policies and implementation measures of the plan. For example, a policy that reads, “Ensure that the City’s drinking water source is protected from biological, chemical and other contaminants that may pose a health risk”, does not require a mitigation measure because the policy is, itself, a measure that promotes resource management and environmental protection.

As will be discussed under the “No Project” alternative, there will be improved management and greater degree of protection for local resources with the proposed General Plan revision than there is with the 1993 General Plan.

Upon approval of the project by the City and certification of this EIR, additional CEQA compliance including negative declarations, mitigated negative declarations, or the preparation of project level EIRs will be required for development projects that may be proposed within the City's jurisdiction.

## **2.4 ORGANIZATION AND SCOPE**

Sections 15122 through 15132 of the CEQA Guidelines describe the content requirement for Draft EIR's (DEIR) and Final EIR's (FEIR). An EIR must include a description of the environmental setting, an environmental impact analysis, mitigation measures (when warranted), a reasonable range of feasible alternatives, and analysis of short-term uses versus long-term productivity, significant irreversible environmental changes, growth-inducing impacts, and cumulative environmental impacts. The environmental issues addressed in the EIR were primarily adapted from Appendix G of the CEQA Guidelines and reflect responses to the Notice of Preparation. The scope of review for this EIR was determined based upon the modest nature of the policy revisions and the relatively few initial comments received.

The EIR for the City of Mt. Shasta 2006 Draft General Plan Revision is organized in the following manner:

### **Section 1.0 –Executive Summary**

This Section summarizes the characteristics of the proposed project.

### **Section 2.0 - Introduction**

This Section provides an introduction and overview describing the intended uses of the program EIR and the review and certification process.

### **Section 3.0 - Project Description**

This Section provides a detailed description of the proposed project.

### **Section 4.0 - Environmental Setting, Impacts and Mitigation Measures**

This Section contains an analysis of specific environmental topic areas as identified below. Each subsection contains a description of the environmental setting, identifies project-related impacts, and identifies Draft General Plan policies that will serve as mitigating provisions of the plan.

The following environmental topics are addressed in this EIR:

4.1 Land Use	Resources
4.2 Population/Housing	4.5 Hazards
4.3 Transportation and Traffic	4.6 Noise
4.4 Geology, Soils and Mineral	4.7 Biological Resources

## **2.0 INTRODUCTION**

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4.8 Air Quality

4.9 Cultural Resources

4.10 Public Services and Utilities

4.11 Aesthetics and Visual Resources

4.12 Hydrology/Water Quality

## **Section 5.0 - Project Alternatives**

CEQA Sec.15126.6 requires that an EIR describe a range of reasonable alternatives to the project that could feasibly attain the basic objectives of the project while generally reducing the degree of environmental impact. Because the EIR must identify ways to mitigate or avoid the significant effects that the project may have on the environment, the discussion of the alternatives shall focus on alternatives that are capable of avoiding or substantially lessening any significant effect of the project. This EIR considers one fundamental alternative for discussion:

**No Project Alternative:** This alternative discusses the existing conditions, as well as what would be reasonably expected to occur in the foreseeable future, if the proposed revision of the General Plan was not adopted. The analysis is based on the existing (1993) General Plan.

## **Section 6.0- Effects Found Not to be Significant**

As mandated by CEQA, this chapter includes an explanation of why certain environmental effects are not analyzed further by this EIR.

## **Section 7.0 - Cumulative Impacts**

This section analyzes whether any of the impacts addressed in Chapter 4 of this EIR are significant when considered cumulatively with other foreseeable projects in the region.

## **Section 8.0 - Report Preparers and References**

The purpose of Section 8.0 is to provide a list of all authors and agencies that assisted in the preparation of the report by name, title, and company or agency affiliation. Section 8.0 also itemizes supporting and reference data used in the preparation of the EIR and lists all government agencies, organizations, and other individuals consulted in preparing the EIR.

## **Appendices**

This section includes all notices and other procedural documents pertinent to the EIR.

## **2.5 ENVIRONMENTAL REVIEW PROCESS**

The review and approval process for the EIR and the Project will involve the following procedural steps:

**Notice of Preparation (NOP):** The NOP was completed and distributed to the State Clearinghouse on August 24, 2005 and assigned SCH Number 2005082099. The NOP serves

## 2.0 INTRODUCTION

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as the first invitation for agency comment on the EIR process and assists in directing the scope of the EIR based upon input from interested respondents. The City received letters in response to the NOP. The comments have been incorporated into this EIR. The NOP and written comments are included in this EIR as **Appendix A**.

**Notice of Completion (NOC):** The City has filed an NOC with the State Office of Planning and Research to begin the required public review period (per Public Resources Code, Section 21161).

**Public Notice/Public Review:** Concurrent with the NOC, the City has provided public notice of the availability of the EIR for public review and invites comment from the general public, agencies, organizations, and other interested parties. The public review and comment period for an EIR should be no less than 30 days and no more than 90 days. The review period in this case will be 45 days. Public comment on the EIR will be accepted both in written form and orally at public hearings. Although no public hearings on the EIR are required by CEQA, the City Planning Commission will hold a public hearing during the review period. Notice of the time and location of the hearing will be published prior to the hearing. All comments or questions regarding the EIR should be addressed to:

Keith McKinley, City Planner  
City of Mt. Shasta  
305 N. Mt. Shasta Blvd.  
Mt. Shasta, CA 96067  
530/926-4059

**Response to Comments/FEIR:** Following the public review period, a Final EIR (FEIR) will be prepared. The FEIR will respond to written comments received during the public review period and to oral comments concerning the EIR made at the public hearing in which the EIR is considered. These two documents, the EIR and the FEIR, represent the completed EIR for this project. The FEIR will be available for public review prior to its consideration for specific approvals by the City Council. The City Council will review and consider the FEIR prior to its decision to approve, revise or reject the proposed project.

**Project Consideration:** Upon review and consideration of the EIR, the City may act upon the project. A decision to approve the project would be accompanied by written findings in accordance with CEQA Guidelines Section 15091 and, if applicable, Section 15093. The City would also adopt a monitoring and reporting program for any mitigation measures that have been incorporated into or imposed upon the project to reduce or avoid significant effects on the environment.

**Certification of the EIR:** If the City finds that the EIR is "adequate and complete", the City may certify the EIR. The rule of adequacy generally holds that the EIR can be certified if: 1) it shows a good faith effort at full disclosure of environmental information, and 2) provides sufficient analysis to allow decisions to be made regarding the project in contemplation of

environmental considerations.

### **2.6 MITIGATION MONITORING**

CEQA requires that, when a public agency makes findings based on an EIR, that agency must adopt a reporting and monitoring plan for those mitigation measures or make them a condition of the project approval. A reporting and monitoring plan, if needed, will be designed to ensure compliance during project implementation and provide disclosure to the public to ensure that conditions are monitored and properly met (Public Resources Code Section 21081.6).

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## **3.0 PROJECT DESCRIPTION**

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### 3.1 PROJECT OBJECTIVES

The project that is addressed in this EIR is the adoption of an update and revision of the General Plan for the City of Mt. Shasta, including all elements of that general plan with the exception of the Housing Element. The last comprehensive revision of the City's General Plan was in 1993. The proposed project, therefore, is a revision of the 1993 General Plan.

Every city and county in California is required to adopt and periodically update a comprehensive, long-range general plan that outlines goals and policies for the physical development of the community (California Government Code Section 65300). A general plan serves to:

- Identify the community's land use, circulation, and environmental goals and policies as they relate to land use and development.
- Provide a basis for local government decision-making, including decisions on development approvals.
- Provide citizens with opportunities to participate in planning and decision-making processes in their community.
- Inform citizens, developers and decision-makers of the ground rules that guide development within the community.

General Plans are required to address seven basic planning topics in components of the document called "elements". The seven mandatory general plan elements are: land use, circulation, housing, conservation, open space, safety, and noise. The Plan must analyze issues related to those element topics, define long-term goals, and establish policies that are supported by proposed implementation measures.

The General Plan establishes a framework for the City's exercise of its corporate and police powers. It is a living and vital document that serves as an illustration of the community's image of its future as envisioned at the time of adoption. The General Plan should be a program for making the community's vision of its future a reality.

The revision of the Mt. Shasta General Plan is intended to apply to a period extending to the year 2025; almost 20 years. The community will change and evolve in the future. As this occurs, the General Plan will need to periodically evolve as well.

### 3.2 REGIONAL SETTING

The City of Mt. Shasta is located in Siskiyou County in Northern California at the base of the City's namesake, the mountain named Mount Shasta. The City is about fifty miles north of the City of Redding and 30 miles south of the City of Yreka, the county seat. The City lies in



### 3.0 PROJECT DESCRIPTION

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the Upper Sacramento River watershed, just south of the watershed divide from the Klamath River drainage.

The City of Mt. Shasta is located at the junction of Interstate 5 and State Highway 89 (See **General Plan Figure 1-1, Regional Location Map**). Interstate 5 bisects the Mt. Shasta planning area, while Highway 89 extends from its southern extreme. Other southern Siskiyou County towns located near Mt. Shasta include Weed, Dunsmuir and McCloud.

#### 3.3 GENERAL CHARACTERISTICS OF THE PLANNING AREA

The planning area for the General Plan, which includes lands outside the city limits that are of concern to the City in the context of several planning issues, covers about 25 square miles (**Figure 1-2, Planning Area and Sphere of Influence**). The City of Mt. Shasta itself encompasses approximately 3.4 square miles.

To comply with legal requirements, the General Plan must establish development policies for all of the area that is currently within the city limits. It should also address land development issues for the area outside its corporate limits that the City determines has a relationship to the City's long-term growth and development. This total area comprises the Mt. Shasta General Plan Planning Area. The planning area includes unincorporated lands of which the types of land uses, development patterns, and appearance can have an effect on the City's abilities to provide services, or are otherwise of concern to the interests of the City. Mt. Shasta's General Plan Planning Area includes lands in the jurisdiction of Siskiyou County, for which the City wishes to express concerns and expectations regarding certain planning issues.

The Mt. Shasta General Plan Planning Area is the same planning area that was adopted in the 1993 General Plan. It includes the present incorporated area of the City of Mt. Shasta as well as lands outside the city limits. The planning area includes most of the areas known historically as Strawberry Valley. The planning area is generally defined by the crest of Rainbow Ridge on the west, Black Butte on the north, the Shasta-Trinity National Forest boundary on the east, and Box Canyon on the Sacramento River to the south.

According to the 2000 U.S. Census, the City of Mt. Shasta had a population of 3,621 persons living inside the city limits. Approximately 3,670 people resided in the unincorporated portion of the planning area at that time. The California Department of Finance estimated that the population of the City in January 2005 was 3,706. The City has, in recent years, experienced a nominal growth rate of less than one percent per year within the city limits.

The Siskiyou County Local Agency Formation Commission (LAFCo) has adopted and recognizes a large Sphere of Influence for the City of Mt. Shasta. A Sphere of Influence (typically) is established to represent a City's ultimate service limits. The Sphere of Influence for Mt. Shasta is shown in **General Plan Figure 1-2**. It appears that the "sphere of influence" that was adopted by LAFCo for the City of Mt. Shasta was based on a potential service area for the regional wastewater treatment facility and not necessarily for the expected

corporate limits of the City. The City's Sphere of Influence is so large, in fact, that the 1993 General Plan did not include all of it in the General Plan Planning Area. The proposed General Plan revision recognizes the same planning area that was recognized in the 1993 General Plan. Therefore, portions of the Sphere of Influence around Lake Siskiyou and the Deetz area west of Black Butte are not included in the General Plan Planning Area.

### 3.4 FEATURES OF THE GENERAL PLAN

The General Plan for the City of Mt. Shasta includes comprehensive written policies providing performance standards and guidance for land use decisions by the Planning Commission and the City Council. The plan indicates future land uses and the location of future roads and intersection improvements, density and intensity standards for existing neighborhoods, and policies and criteria by which land use and development proposals will be considered.

The central focus of the General Plan is on the lands over which the City of Mt. Shasta has jurisdiction - the city limits. The incorporated area of the community represents the boundaries of the City at the time the particular update of the General Plan is adopted. As annexations occur, planning area land use classifications may eventually become City land use classifications.

The City's General Plan also expresses policies concerning what it believes are appropriate land use designations for unincorporated land within the City's planning area. The City encourages the County to not allow development that would be contrary to the City's interests, especially in areas that may someday be annexed into the City.

The Mt. Shasta General Plan includes the seven mandatory general plan elements: Conservation, Circulation, Housing, Land Use, Noise, Open Space, and Safety.

Revision of the Housing Element is not being considered as a component of the project at this time and is not considered in this EIR. The Housing Element has been reviewed and updated separately from the other six elements. That was due to the fact that the Housing Element is subject to many detailed content and procedural requirements and, more than the other general plan element, is required to be updated on a frequent basis. The Housing Element, however, is discussed in the Land Use Element in the context of its close relationship with land use policies, especially concerning residential development.

The General Plan combines the Open Space Element and the Conservation Element into one Open Space/Conservation Element.

Each of the General Plan elements includes a summary of background information to help explain the reasons why certain goals, policies, and implementing programs were proposed.

After the background information are sections called *General Plan Objectives and Programs*. This section incorporates the goals, objectives and policy direction of the City to

### 3.0 PROJECT DESCRIPTION

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achieve the goals of the General Plan. The policies are supported by programs that provide instructions for interpretation and implementation of those policies. These programs are called *implementation measures*.

It should be noted that implementation measures are not exclusive in that there may be other measures and actions, not anticipated when the General Plan was adopted, that could also support particular policies. The fact that those measures are not listed in the plan does not imply that they should not also be considered and implemented if warranted, provided that those additional measures are consistent with, and would further the objectives of, the policies of the General Plan.

General Plan policies are labeled with a prefix that denotes the specific element in which the policy is found. The list of prefixes is shown in **General Plan Table 1-1**. If a policy is labeled *LU-1*, this is the first policy in the Land Use Element. Implementation measures related to a particular policy are indicated with the policy's number and a letter (e.g., LU-1(a), LU-1(b), etc.).

Following is a description of the sections and elements of the City's General Plan:

#### **General Plan Issues and Administration**

A "vision" for the community's future is usually expressed as part of its general plan. This section of the Mt. Shasta General Plan includes the "vision statement" for the plan. For the purposes of this update, the City has adapted the vision statement that was prepared for the Mt. Shasta Community Action Plan. The Community Action Plan (last revised in 2002) was developed through community workshops under the leadership of the City Economic Development Advisory Committee.

While the General Plan is developed to serve the City of Mt. Shasta for a period of approximately twenty-years, the needs, desires and goals of the community can change. A General Plan is a long-term document that may be amended, reviewed and revised as a means of satisfying the needs of the City. In order to ensure that the Plan is carried out in an effective and efficient manner, policies and implementation measures are included relating to administration of the General Plan.

#### **Land Use Element**

Under California Planning Law, the Land Use Element of a general plan has the broadest scope of any of the general plan elements. The Land Use Element indicates the intended future uses of land, and it must be closely correlated with the other elements of the general plan, especially the Circulation Element and the Housing Element. In order to manage the long-term growth of the area, the Land Use Element assigns land use designations. The land use designations identify the types of land uses allowed, the permitted population density and building intensity, and appropriate development objectives and standards. For the purposes of this general plan revision, the land use designations of the 1993 General Plan are the basis of the proposed designations. There are few changes in land use designations, even though the format of the mapping of the designations has been revised

substantially. The changes in land use designations are primarily limited to those necessary to update the General Plan to reflect changes in land use and zoning, especially concerning projects that have been approved by the County outside the city limits.

In the Land Use Element, **General Plan Table 3-1, Land Use Designations and Development Standards**, outlines the City's proposed general plan land use designations and the standards for building intensity and population density that are associated with each designation. The land use designations are illustrated in **General Plan Figures 3-1 and 3-2**.

The City has jurisdiction over land development policies within its incorporated limits and the County maintains jurisdiction over the unincorporated area. However, the City's General Plan expresses what the City believes are appropriate land use designations for unincorporated land within the City's sphere of influence and planning area. As noted previously in this EIR, the City's General Plan encourages the County to designate and zone land consistent with the City's General Plan, and to not allow development that would be contrary to the City's interests, especially in areas that may someday be annexed into the City.

The Land Use Element also addresses objectives and programs concerning public facilities and services because these features of the community are closely related to land use issues and are critical to planning and development.

#### **Circulation Element**

The objective of the Circulation Element is to provide long-term policies concerning the movement of people, goods, and services within the Mt. Shasta planning area, correlated directly with the Land Use Element. The Circulation Element addresses streets and highways, public transit, rail and air transportation, non-motorized transportation (e.g., bicycle and pedestrian circulation), and public utilities. One of the key objectives in the policies of the Circulation Element is to mitigate future growth so that it does not significantly impact the level of service of local streets to unacceptable levels.

#### **Open Space/Conservation Element**

Because the subject matter of the Open Space Element and the Conservation Element overlap so closely, the Mt. Shasta General Plan combines these two required elements into a single Open Space/Conservation Element. Generally, a conservation element provides direction regarding the conservation, development, and utilization of natural resources. An open space element deals with parcels or areas of land or water that are devoted to open space use. Open space use includes lands used for natural resources, managed production of resources, outdoor recreation, and public health and safety.

California Government Code Section 65564 requires that every local open space plan shall contain an action program consisting of specific programs that the legislative body intends to pursue in implementing its open space plan. The General Plan policies and implementation measures set forth in this Open Space/Conservation Element constitute the City's program. Therefore, these policies are consolidated at the end of the Element

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under the heading of the “City of Mt. Shasta Open Space Action Plan”.

#### **Safety Element**

The California Government Code specifies that general plans include a safety element for the protection of the community from unreasonable risks associated with the effects of various hazards. The Safety Element in the City of Mt. Shasta’s General Plan considers flood hazards, geologic hazards, fire hazards, hazardous materials, railroad crossing safety, evacuation and related infrastructure, and snow removal.

#### **Noise Element**

The primary purpose of a Noise Element is to clarify policies and standards by which the local government can limit the exposure of the community to excessive noise levels. The Mt. Shasta General Plan Noise Element is intended to be used to guide decisions concerning land use and the location of new roads and transit facilities in the context of noise impacts.

### **3.5 INDIVIDUAL PROJECT REVIEW AND FUTURE DISCRETIONARY ACTIONS**

In order for development to occur consistent with the land use designations and policies contained in the General Plan, whether or not those designations and policies are retained from the 1993 General Plan or are being revised as part of the current project, the plan must be followed and implemented by various future discretionary actions. These actions may include future “planning level” approvals, such as consideration of a specific plan. Future actions will also take place in the form of subsequent “project level” approvals including consideration of applications for conditional use permits, parcel maps, subdivisions, and other permits for specific construction activities and land uses. Each future project will be required to undergo an environmental review and determination pursuant to the California Environmental Quality Act. Project-level review enables the City to consider the site-specific environmental impacts of proposed projects.

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## **4.0 INTRODUCTION TO THE ENVIRONMENTAL IMPACT ANALYSIS**

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### 4.0-1 FORMAT OF ISSUE SECTIONS

For each environmental issue topic addressed in Chapter 4 of this EIR, there are sections that describe the following:

1. A summary of the environmental setting as it relates to the specific issue;
2. Comments on the regulatory framework and related state and federal regulations;
3. Standards of significance by which to initially evaluate the environmental consequences of the project.
4. Discussion of the methodology used to assess the impacts; and
5. An evaluation of environmental impacts with an initial determination of the "significance" of the impact. Unless the potential impact is found to actually have "no impact", or to be "less than significant", needed mitigation measures will be described and a determination will be made of the level of significance the impact will have after mitigation measures are implemented.

### 4.0-2 DETERMINING LEVEL OF SIGNIFICANCE

Determining the severity of project impacts is fundamental to achieving the objectives of CEQA. CEQA Section 15091 requires that decision-makers make findings that significant impacts identified in the Final EIR have been mitigated as completely as feasible. If the EIR identifies any significant unmitigated impact(s), CEQA Section 15093 requires decision-makers to adopt a statement of overriding considerations which explains why the benefits of the project outweigh the adverse environmental consequences identified by the EIR.

The level of significance for each impact examined in this EIR was determined by considering the predicted magnitude of the impact against a threshold. Thresholds were developed using criteria from the California Environmental Quality Act (CEQA Guidelines), local/regional plans and ordinances, accepted practice, and/or consultation with recognized experts. Thresholds are identified in each chapter under the title Standards of Significance.

Four levels of impact significance are recognized by this EIR:

- **Less than Significant [LS]** impacts would not cause a substantial change in the environment or are not disruptive enough to require mitigation, because they fall below the significance threshold.
- **Potentially Significant [PSM]** impacts may cause a significant effect on the environment. However, additional information is needed regarding the extent of the

## 4.0 INTRODUCTION TO ENVIRONMENTAL ANALYSIS

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impact. For CEQA purposes, a potentially significant impact is treated as if it were a significant impact.

- **Significant [SM]** impacts would cause a substantial adverse change in the physical conditions of the environment. Significant impacts are identified by the evaluation of the project effects using specified significance criteria. Mitigation measures are identified to reduce project effects to a level that is less than significant.
- **Significant and Unavoidable [SU]** impacts are significant adverse project impacts that cannot be avoided or mitigated to a less than significant level if the project is implemented.

### 4.0-3 IMPACT AND MITIGATION FORMAT

The format used to present the evaluation of impacts is as follows:

**Impact 4.1.1** The impact number identifies the chapter of the report and the sequential order of the impact within that chapter. The impact statement is followed by an abbreviation identifying the level of impact, i.e. no impact [NI]; less than significant [LS]; potentially significant but mitigable [PSM]; significant but mitigable [SM]; or *significant and unavoidable* [SU].

Unless the identified impact is determined to have “no impact”, the impact is discussed in more detail. The discussion may clarify why the impact is considered “less than significant”. If the impact is identified as “potentially significant” or “significant”, proposed mitigation measures will follow.

### Mitigation

Policies and implementation measures proposed to be adopted in the City of Mt. Shasta’s General Plan that would fully or partially mitigate the referenced impact may be referenced in the discussion. Where applicable, explanatory text is included as necessary to describe how mitigation measures would be implemented, or how effective the measure is expected to be in reducing the level of significance of the impact.

**MM 4.1.1A** Project-specific mitigation is identified that would reduce the impact to the greatest degree possible. The mitigation number links the mitigation to the impact and the letter identifies the sequential order of the mitigation measure for that impact.

### Significance After Mitigation



#### 4.0 INTRODUCTION TO ENVIRONMENTAL ANALYSIS

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The discussion concludes with a statement identifying the resulting level of significance following mitigation (if any), such as: "Implementation of identified mitigation measures would reduce this impact to a level that is less than significant."

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## **4.1 LAND USE**

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### 4.1.1 ENVIRONMENTAL SETTING

The City of Mt. Shasta is located in Siskiyou County in Northern California at the base of the City's namesake, the mountain named Mount Shasta. The City is about fifty miles north of the City of Redding and 30 miles south of the City of Yreka, the county seat. The City lies just south of the watershed divide between the Upper Sacramento River and the Klamath River drainages in southern Siskiyou County.

The City of Mt. Shasta is located at the junction of Interstate 5 (I-5) and State Highway 89 (See **General Plan Figure 1-1, Regional Location Map**). I-5 bisects the Mt. Shasta Area, while Highway 89 passes through its southern extreme. Other southern Siskiyou County towns located near Mt. Shasta include Weed, Dunsmuir and McCloud. The City encompasses approximately 3.4 square miles of area. The planning area for the General Plan, which includes lands outside the city limits, covers about 25 square miles (**General Plan Figure 1-2, Planning Area and Sphere of Influence**).

According to the 2000 U.S. Census, the City of Mt. Shasta had a population of 3,621 persons living inside the city limits. Approximately 3,670 people resided in the unincorporated portion of the planning area at that time. The California Department of Finance estimated that the population of the City in January 2005 was 3,706. The City has experienced a nominal growth rate of less than one percent per year within the city limits.

To comply with legal requirements, the General Plan must establish development policies for all of the area that is currently within the city limits of Mt. Shasta. It should also address land development issues for the area outside its corporate limits that the City determines have a relationship to the City's long-term growth and development. This total area comprises the City's General Plan Planning Area. The planning area, shown in **General Plan Figure 1-2, Planning Area and Sphere of Influence**, is the same planning area that was adopted in the 1993 General Plan. It includes the present incorporated area of the City of Mt. Shasta as well as lands outside the city limits. The planning area is generally defined by the crest of Rainbow Ridge on the west, Black Butte on the north, the Shasta-Trinity National Forest boundary on the east, and Box Canyon on the Sacramento River to the south.

In order to manage the long-term growth of the area, the City uses the General Plan to assign land use designations. The land use designations identify the types of land uses allowed, the permitted population density and building intensity, and appropriate development objectives and standards.

The City has jurisdiction over land development policies within its incorporated limits and the County maintains jurisdiction over the unincorporated area. However, the City can express what it believes are appropriate land use designations for unincorporated

## 4.1 LAND USE

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land within the City's planning area. The City can encourage the County to not allow development that would be contrary to the City's interests, especially in areas that may someday be annexed into the City.

In the General Plan Land Use Element, **Table 3-1, Land Use Designations and Development Standards**, outlines the City's General Plan land use designations and the standards for building intensity and population density that are associated with each designation. The Land Use Element further outlines the general characteristics and siting criteria of these land use designations. The General Plan Land Use Designations, as they are applied to land within the planning area, are illustrated in **General Plan Figures 3-1 and 3-2**.

Although the format of the City of Mt. Shasta's General Plan is proposed to change substantially with the proposed revision, there is much about the General Plan that will not change from the Plan as adopted in 1993. The City has not sought or entertained requests from property owners to change land use designations for particular properties. Material changes in land use designations are very restricted, being limited to changes that are warranted to conform to past changes in land use and in zoning, especially with regard to development that the County has approved in recent years outside the city limits. This includes the site of the CCDA Waters, LLC (Danone) water bottling facility, which is proposed to change from General Residential to Employment Center, and the site of the Upton Highlands project east of Everitt Memorial Highway, which would change from Employment Center to Medium-Density Residential.

One particular proposed change in land use designations within the city limits is that the General Plan revision proposes to add a "Mixed Use-Planned Development" land use designation to the list of City designations, and to apply that designation to all of the land that was obtained by the City from the Roseburg Lumber Company in 1989. Under the 1993 General Plan, the land use designation for this land has been a combination of Employment Center and Commercial Center.

Although the concept of the Mixed Use-Planned Development land use designation in the City of Mt. Shasta has initially been focused on the Roseburg property (in part to conform with the Development Plan and PUD zoning adopted in 1998), it is conceivable that the concept could be applied to other properties in the future. A landowner of property having a land use designation of, for example, Commercial Center, could apply concurrently for: 1) a general plan amendment to be designated Mixed Use-Planned Development; 2) approval of a site-specific development plan; and 3) a rezoning to PUD that would establish the development standards of the development plan as the zoning criteria of the property. If approved by the City, the development plan could allow a compatible mixture of land uses that would not otherwise be obtainable under the Commercial Center designation.

The Land Use Element recognizes that the Spring Hill Area, located at the far north end of the City on the east side of Interstate 5, should be identified as a special planning area because of its unique development opportunities as well as special development challenges. Policy LU-20.1 proposes that the City will require that a Specific Plan to be prepared to encompass the entire Spring Hill Area generally from Interstate 5 to Everitt Memorial Highway, and from Ski Village Drive to the city limits north of the Sousa Ready Mix Quarry. (A specific plan is a tool for the systematic implementation of a general plan. It establishes a link between implementing policies of the general plan and individual development proposals in a defined area.) The City recognizes that some of the smaller parcels may develop before the Specific Plan has been completed.

A change that has been proposed for clarification in land use designation terminology concerns the residential designations in the General Plan. As proposed, the General Residential land use designation will become Low-Density Residential, and Community Residential will become High-Density Residential. A Medium-Density designation is also proposed, but no lands are being placed in that designation at this time. The revised plan will retain the Rural Residential land use designation, although no lands currently within the city limits have this designation.

In terms of the availability of land for housing, the Mt. Shasta Housing Element found that adequate land with appropriate zoning and land use designations is generally available to meet local housing needs. An inventory of vacant land prepared for and included in the housing element estimated that there are approximately 971 acres of vacant land within the current boundaries of the City. Of this area, approximately 271 acres are "residential" land, allowing residential development "by right". As many as 1,474 units could be built on land that is already zoned for residential use, and 48 percent, or 715 units, could be built on land zoned for multi-family use. Additional housing could be built on land that is zoned for commercial uses with approval of conditional use permits. However, many of these residential development opportunities are constrained by limitations in the capacity of various elements of the community's infrastructure, primarily the City's wastewater collection system.

Although all General Plan elements need to be internally consistent, the land use element has a special relationship with the housing element. Among the many content requirements for housing elements (outlined in California Government Code Section 65583) is an inventory of land suitable for residential development, including vacant sites and sites having potential for redevelopment, and an analysis of the relationship of zoning and public facilities and services to these sites, and an analysis of potential and actual governmental constraints on the maintenance, improvement and development of housing. Furthermore, among other requirements, housing elements need to include a program that sets forth a five-year schedule of actions that the local government is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the housing element through the administration of land use and development controls, etc.

## 4.1 LAND USE

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In May 2005, the Mt. Shasta City Council approved a revision of the City of Mt. Shasta Housing Element: 2003-2008. Housing elements are typically updated every five years. Although this land use element will refer to the City's latest adopted housing element, it is expected that the City will update its housing element at least once during the proposed term of this land use element.

The Department of Conservation's Important Farmland Map for Siskiyou County indicates that there is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance in the Mt. Shasta area.

### 4.1.2 REGULATORY FRAMEWORK

#### STATE OF CALIFORNIA

California state law requires that every city and county adopt a General Plan to guide physical development of the land within the jurisdictions' boundaries. The law requires the General Plan to be comprehensive, and requires the Plan at a minimum to contain the following elements: Land Use, Circulation, Housing, Conservation, Open Space, Noise and Safety. The Housing Element which was completed in 2005 is not included in this current update.

#### CITY OF MT. SHASTA GENERAL PLAN

##### Land Use Element

The City of Mount Shasta General Plan Land Use Element sets forth future plans for development in the City. Policies and implementation programs pertaining to land use include the following, shown with "track changes" to indicate where revisions are being proposed.

##### General Plan Objectives and Programs: Annexations

**Goal LU-1:** Consider annexation when lands are needed to accommodate the General Plan growth objectives.

**Policy LU-1.1:** Annexation shall occur only when the proposed use of the property furthers the City's economic development and/or housing objectives.

##### *Implementation Measures:*

LU-1.1(a): Prior to endorsing a proposal for annexation, the City Council shall consider the objectives of the added territory and find whether there is a public benefit that aids in achieving General Plan goals.

LU-1.1(b): Prior to endorsing a proposal for annexation, the City shall require the petitioner to submit, at a minimum, adequate factual information to

determine that the proposed annexation will provide adequate revenues to offset the costs of providing services.

**Goal LU-2:** Annexed lands shall be incorporated into the City in conformance with the General Plan.

**Policy LU-2.1:** Require pre-zoning and development plans prior to completing annexation procedures.

*Implementation Measures:*

LU-2.1(a): No action shall be taken to finalize an annexation in conformance with Siskiyou County Local Agency Formation Commission procedures until the City has approved a pre-zoning to the appropriate City zoning district.

LU-2.1(b): No action shall be taken to finalize an annexation in conformance with Siskiyou County Local Agency Formation Commission procedures until the City has approved a development plan for the petitioner's territory. (In some cases, the petitioner's property may not be the only property incorporated in the approved annexation. The City may require development plans exclusively from the petitioner(s) covering the proponent's property, if it makes a finding that it cannot force development plans from the other property owners who were not petitioners in the process. This notation is a part of this implementation measure provided for explanatory purposes and guidance.)

**General Plan Objectives and Programs: Non-Conforming Land Uses**

**Goal LU-3:** Protect the property rights of legally-existing non-conforming land uses.

**Policy LU-3.1:** Allow legally-existing non-conforming land uses to continue as a use under the provisions of the General Plan.

*Implementation Measures:*

LU-3.1(a): Following the adoption of any change in the General Plan that causes a legally established use or structure to become non-conforming, the City shall allow the use to continue under the provisions of this section.

LU-3.1(b): A legally existing non-conforming land use or structure abandoned for a period of twelve consecutive calendar months or longer shall forfeit its status as a legally existing non-conforming land use. After twelve months, the abandoned use shall not be re-established.

## 4.1 LAND USE

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LU-3.1(c): Agriculture, timber production, and mineral resource production uses are defined as intermittent uses, and shall be entitled to maintain legally-existing non-conforming status provided that the use is not abandoned for more than twenty-four calendar months. After twenty-four months, the abandoned use or structure shall not be re-established.

LU-3.1(d): The City's development code shall incorporate precise provisions for the review, re-permitting and re-establishing of legally-existing non-conforming land uses and structures.

LU-3.1(e): Expansion of a legally existing non-conforming land use or structure shall require approval of a conditional use permit prior to the expansion being initiated. Expansion is defined as a measurable increase in structure area, gross floor area, developed lot coverage, or intensity of the land use as measured by measurable increases in noise, traffic, or operations occurring as a result of the expansion. Construction for Americans with Disabilities Act (ADA) and similar actions shall not require a use permit.

**Policy LU-3.2:** Land in the unincorporated planning area with legally existing commercial zoning districts and with legally existing commercial uses shall be permitted to retain the commercial zoning.

### *Implementation Measures:*

LU-3.2(a): When reviewing proposals for commercial development on lands in the unincorporated area, recognize and support the existing commercial zoning for the commercially-developed parcels.

LU-3.2(b): If the County refers an application for new commercial zoning within the Planning Area that adjoins a non-conforming commercial zone, the City shall notify the County that the proposal is not consistent with the City's General Plan for that area, and indicate that a General Plan amendment must be approved first.

## **General Plan Objectives and Programs: Residential Land Use**

**Goal LU-4:** Provide opportunities for a broad variety of housing types.

**Policy LU-4.1:** Facilitate the development of housing in a logical pattern.



*Implementation Measures*

LU-4.1(a): Permit higher densities in conformance with the requirements of population density and building intensity reflected in **Table 3-1, Land Use Designations and Development Standards**, in areas with adequate City services and roads.

LU-4.1(b): Preclude urban density residential development in the unincorporated planning area.

**Goal LU-5:** Facilitate the use of clustering to encourage creative site planning resulting in open space areas as a part of new development.

**Policy LU-5.1:** Allow onsite density transfer to accommodate clustered development resulting in open space areas as a part of new development.

*Implementation Measures*

LU-5.1(a): Allow for onsite density transfer as a part of the subdivision process.

LU-5.1(b): Density transfer shall be at the discretion of the City. The development code shall include requirements for Planning Commission approval of density transfer projects and of the size of parcels or other design features of the density transfer project.

**General Plan Objectives and Programs: Commercial Land Use**

**Goal LU-6:** Encourage customer-oriented businesses in Commercial Center areas.

**Policy LU-6.1:** Identify lands that are suitable for customer-oriented businesses.

*Implementation Measures:*

LU-6.1(a): Commercial Center lands shall typically derive access from a road classified as an arterial or ~~major~~ collector.

LU-6.1(b): Commercial Center lands shall have access to a public water supply and public sewage disposal system.

LU-6.1(c): Amend the land development code to establish performance criteria that will assist in the siting of Commercial Center land uses. Include within the amended code standards for the following:

- Intensity of business and types of land uses based on the relationship of the volume of traffic and type of vehicles associated with the proposed uses.

## 4.1 LAND USE

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- Intensity of business and types of land uses based on the existing and proposed land use classifications that adjoin the commercial parcel.
- General definitions to separate those businesses by market and customer segments from areas within the city.

**Goal LU-7:** Support the economic viability and success of downtown Mt. Shasta.

**Policy LU-7.1:** Encourage an attractive downtown business center.

*Implementation Measures:*

LU-7.1(a): Incorporate beautification and design standards for new construction and exterior remodeling for downtown businesses.

LU-7.1(b): Continue supporting the Beautification Committee in its efforts to establish a program to enhance the attractiveness of the Mt. Shasta area.

**Policy LU-7.2:**Support economic growth in the downtown area.

*Implementation Measures:*

LU-7.2(a): When reviewing proposed projects involving construction of Commercial Center facilities of more than twenty thousand square feet, ensure that there is an economic impact analysis provided as a part of the project review.

LU-7.2(b): Ensure that alternative sites in the Downtown area are considered prior to approving major commercial center development that may draw traffic and customers away from the central business district.

### **General Plan Objectives and Programs: Employment Center Land Use**

**Goal LU-8:** Encourage businesses that provide primary employment.

**Policy LU-8.1:** Establish locations expressly for Employment Center land uses.

*Implementation Measures:*

LU-8.1(a): Maintain the land development code to clearly define the zoning districts permitted in the Employment Center land use designation.

LU-8.1(b): Locate Employment Center land uses in areas with suitable current or future public services and transportation which ensures that lands have

access to an arterial or collector road, public water supply and public sewer system.

LU-8.1(c): Define Employment Center compatible land uses in the land development code to discourage these land areas from becoming commercially-oriented to the local customer market. When appropriate, mixed-uses may be considered (e.g., with planned developments designed for a compatible combination of employment center, commercial center, and other uses.

**Goal LU-9:** Protect the City's long-term need to conserve land area for Employment Center development.

**Policy LU-9.1:** Identify larger tracts of land with the potential to serve as Employment Center lands, and retain them for future development, unless a transition of use can be found to be in the economic or social interest of the community.

*Implementation Measures:*

LU-9.1(a): Site Employment Center lands with an emphasis on transportation, land use compatibility, existing and future public facilities and services in conformance with the requirements of Table 3-1.

LU-9.1(b): Ensure that project approvals on Employment Center lands continue to meet the goal of providing primary employment for area residents.

### **4.1.3 STANDARDS OF SIGNIFICANCE**

Appendix G of CEQA Guidelines indicates that a project may have significant impacts if the project results in any of one of the following situations noted below:

- Physically divide an established community;
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect;
- Conflict with any applicable habitat conservation plan or natural community conservation plan;
- Conflict with existing zoning for agricultural use or a Williamson Act contract;
- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown in the maps pursuant to the California Department of

## 4.1 LAND USE

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Conservation Farmland Mapping and Monitoring Program to non-agricultural use, or involve other changes in the exiting environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use;

- Induce substantial population growth in an area, either directly or indirectly;
- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.

### 4.1.4 IMPACT ANALYSIS AND MITIGATION MEASURES

**Impact 4.1.1:** The project may conflict with an established community which is divided or impacted by expanded community development. This impact is considered *less than significant*. [LS]

The General Plan is a document intended to assess existing community development issues, and projects needs for the next 20 years. The land use element of the General Plan is a key to provide effective utilization of the land, combining all components, for example, residential, commercial and industrial land use, public uses, highways, parks and open spaces. The City of Mt. Shasta' s planning area was established as a means to provide a harmonious approach to projecting future needs, taking into consideration existing uses and development patterns.

**Impact 4.1.2:** The project will conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. There is *no impact* in this context. [NI]

State law requires that the General Plan be comprehensive, and that specific subjects or "elements" be addressed in the plan. The elements required by State Law section 65302(a) through (g) of the Government code are: land use, circulation, housing, conservation, open space, noise and safety. State law also allows the local jurisdiction to include additional or "optional" elements to address specific issues of concern, as well as combining the required and optional elements as deemed appropriate (65303). This General Plan combines Open Space and Conservation elements into a single element. By adopting and providing these elements within the General Plan, the City will fulfilled related State law and, hence, there is *no impact*.

**Impact 4.1.3:** The project could conflict with an applicable habitat conservation plan or natural community conservation plan. This impact is considered *less than significant*. [LS]

There are no habitat conservation plans or natural community conservation plans in existence in Mt. Shasta or Siskiyou County. Consequently, there is no impact.

**Impact 4.1.4:** The project could convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown in the maps pursuant to the California Department of Conservation Farmland Mapping and Monitoring Program to non-agricultural use or involve other changes in the environment which, due to their location and nature, could result in conversion of Farmland to non-agricultural use. This impact is considered *less than significant*. [LS]

Small portions of the planning area are classified into three categories by the state: "prime farmland, farmland of local importance and grazing lands." There are a number of Agricultural Preserves within the Mt. Shasta planning area. (Refer to **General Plan Figure 5-5, Open Space Lands**). The use of land in the planning area for the grazing of livestock is very limited. Only a few hundred acres of land remains devoted to livestock grazing in the western portion of the planning area. The proposed revision of the General Plan will not change the status of any lands outside the city limits that are currently in agricultural use.

Goals, Policies and implementation measure of the Land Use Element will protect farmland. See policies and implementation measures under Goal OC-4.

**Impact 4.1.5:** The project could induce substantial population growth in an area, either directly or indirectly. This impact is considered *less than significant*. [LS]

For purposes of the proposed project, the previously estimated two percent annual growth projection for the City remained unchanged. Even though this population growth rate has not occurred since the adoption of the previous general plan in 1993, the growth rate is considered a high-end estimate of the potential for growth within the planning area. Should this growth rate materialize, and remain constant throughout the planning period, the current population of 3,698, could increase to 5,495 in the next twenty years.

In terms of the availability of land for housing, the Mt. Shasta Housing Element found that adequate land with appropriate zoning and land use designations is generally available to meet local housing needs. An inventory of vacant land prepared for and included in the housing element estimated that there are approximately 971 acres of vacant land within the current boundaries of the City. Of this area, approximately 271 acres are "residential" land, allowing residential development "by right". As many as 1,474 units could be built on land that is already zoned for residential use, and 48 percent, or 715 units, could be built on land zoned for multi-family use. This scale of growth within the city limits is already provided for in the 1993 General Plan. The

## 4.1 LAND USE

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proposed revision of the General Plan will not substantially change this and will not result in further inducement of substantial population growth.

**Impact 4.1.6:** The project could displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. This impact is considered *less than significant*. [LS]

The proposed revisions to the General Plan Land Use do not substantially change the land use designations contained in the City's 1993 General Plan, except where changes in land use designations are needed to acknowledge changes that have been made in land use and zoning, especially as the result of projects that have been approved by the County outside the city limits. Therefore there will be little change in the location, density and type of planned growth as identified in the City's 1993 General Plan. The project will not displace existing housing or necessitate the construction of replacement housing. Therefore, this impact is considered *less than significant*.

### CUMULATIVE IMPACTS

No cumulative impacts associated with land use have been identified.

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## **4.2 POPULATION/HOUSING**

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### 4.2.1 ENVIRONMENTAL SETTING

The City of Mt. Shasta has not experienced growth at the same rate as the rest of Siskiyou County or the State of California. Since 2000, the City has grown at an average annual rate of approximately 0.35 percent. The resulting population change is approximately one half that experienced by Siskiyou County over the same period, and well below the average statewide increase of approximately 1.56 percent per year. Most of the population change in the planning area is due to resale of existing homes or construction of new homes in the county area just outside of the corporate limits. Since 2000, the City has added 52 new dwelling units of which 34 are single family, 17 duplex through four-plex and one mobile home. The total number of dwelling units in the City is 1,872 with an occupancy rate of approximately 2.101 persons per unit. The City has a published vacancy rate of approximately 7.21 percent, meaning that of the existing dwelling units, approximately seven percent are vacant at any one time.

**Table 4.2-1  
Historic Population, Mt.  
Shasta and Siskiyou County**

Year	City	County
2000	3,621	44,301
2001	3,665	44,545
2002	3,666	44,702
2003	3,674	44,970
2004	3,700	45,452
2005	3,718	45,976
2006	3,698	46,146

*Department of Finance, E-5 Report,  
2000-2006*

### 4.2.2 REGULATORY FRAMEWORK

As required by state law, each city and county must adopt a comprehensive, long-term general plan for the physical development of the jurisdiction and any land use outside its boundaries that it determines to be related to its planning (California Government Code Section 65300). Mt. Shasta adopted its current General Plan Land Use Element in 1993, and the proposed project does not make substantive changes to the land use pattern. The General Plan element that relates most to population and housing issues is the Housing Element. The Mt. Shasta Housing Element was last revised and updated in May 2005 and is not proposed for amendment as part of the proposed project.

#### State

Under Government Code Section 65584, the California Department of Housing and Community Development (HCD) estimates future housing needs for each city and county in California. A city, when adopting a Housing Element, must consider economic, environmental and fiscal factors, as well as community goals set forth in the general plan.

#### City of Mt. Shasta General Plan

The Land Use Element of the General Plan governs the density and intensity of development within the plan area. The previous plan established a maximum density of six units per acre unless the property fronted a collector or arterial roadway. Since few



## 4.2 POPULATION/HOUSING

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properties within the City actually front on an arterial or collector, this provision automatically restricted the number of homes that could otherwise be built (density) without regard as to whether the infrastructure could support the proposed homes. This policy severely limited the ability of the City to process applications for different types of housing products, in spite of its Housing Element policies that support the provision of additional housing opportunities. In some instances, property zoned for multiple family development could not be constructed to solely single family densities. The proposed General Plan revision proposes density and intensity standards that will be more consistent with urban growth patterns and based on the ability of the City to provide a variety of public services, not simply the road designation of the road in front of the property.

The following selected goals and policies contained in the Mt. Shasta Housing Element apply to population and housing:

**Objective HO-1:** Provide an adequate supply of sound, affordable housing for existing and future residents of Mount Shasta, consistent with county wide needs and without regard to the race, age, religion, sex, marital status, ethnic background or personal disabilities of those persons.

Policy HO-1.1: Maintain consistency between the Housing Element and other elements of the General Plan.

Policy HO-1.3: Facilitate the development of new housing in order to meet the needs generated from population growth. Review building and development requirements and standards and modify those deemed to be unnecessary or excessive and avoid policy changes that would disallow this to be modified in the future.

Policy HO-1.4: Ensure that the needs of lower income households are met in Mount Shasta, in accordance with its share of the defined regional need.

Policy HO-1.6: Ensure that adequate sites, served or readily able to be served by City utilities and services, are available to support projected housing needs over the planning period.

**Objective HO-2:** Encourage construction of approximately 135 new housing units (including single family as well as multi-family) over the five-year implementation period (2004-2008): the 135 units will be needed to meet needs generated by population growth and the City's share of the Regional Housing Demand.

Program HO-2.1: The Land Use Element designates adequate land to support identified housing construction needs. Appropriate zoning shall be

maintained or applied to these lands to ensure availability for development during the planning period.

Program HO-2.6: The City will not place any condition on approval of a residential project (which lowers the proposed density) if the project otherwise conforms to the General Plan, zoning and or development policies in effect, unless the findings required by Government Code Section 65589.5 are made.

**Objective HO-12:** Maintain compliance with Housing Element law and consistency between the Housing Element and General Plan elements at all times.

Policy HO-12.1: Maintain compliance with State housing element law and guidelines.

### 4.2.3 STANDARDS OF SIGNIFICANCE

#### SIGNIFICANCE CRITERIA

Based on Appendix G of the CEQA Guidelines, the City concludes that a project may have significant impacts on population and housing if it does any of the following:

- Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).
- Displace existing housing, especially affordable housing, necessitating the construction of replacement housing elsewhere.
- Displace substantial numbers of people.
- Cumulatively exceed official regional or local population projections.

### 4.2.4 METHODOLOGY

For purposes of the proposed project, the previously estimated two percent annual growth projection for the City remained unchanged. Even though this population growth rate has not occurred since the adoption of the previous general plan in 1993, the growth rate is considered a high-end estimate of the potential for growth within the planning area. Should this growth rate materialize, and remain constant throughout the 20-year planning period, the current population of 3,698 could increase to 5,495 in the next twenty years.

This population growth rate and estimate is used in this EIR, in lieu of a full build-out scenario, for the following reasons:

## 4.2 POPULATION/HOUSING

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- Historic growth rates have consistently failed to meet the two percent growth projection. The City has not experienced a growth rate over two percent since a single year increase in 1997 of 3.76 percent. The sixteen year average is approximately 0.42 percent annual growth and the previous six years has been approximately 0.35 percent.
- The mathematical extension of potential buildout of each land use based solely on vacant land would significantly over-estimate the potential population growth. The extension of services needed to serve the calculated population of the planning area cannot be accurately represented without further study and analysis that is specific to the area experiencing the growth.
- The General Plan, and associated supporting public service master plans, will be reviewed on an regular basis (Policy CI-9.2(a)) and, should growth begin to occur, the impacts to services would be addressed at that time.

Using a two percent annual growth factor, **Table 4.2-2** shows the projected increase in population and housing stock for the twenty-year period. The table also projects the potential housing unit, by type, using the existing ratio of single to multiple family units in the City. Typically, as cities grow, the ratio of multiple family to single family units gradually increases. Multiple family homes are generally considered more affordable than single family units.

Table 4.2-2  
City of Mount Shasta Population Projections  
Two Percent Annual Growth Rate

Year	Population Increase	New Population	Estimated Housing Units	Housing Type				
				Detached	Attached	2 to 4	5 +	Mobile Homes
2007	3,772	74	35	22	2	5	5	1
2008	3,847	75	36	23	2	5	5	1
2009	3,924	77	37	24	2	5	5	2
2010	4,003	78	37	24	2	5	5	2
2011	4,083	80	38	24	2	5	5	2
2012	4,165	82	39	25	2	5	5	2
2013	4,248	83	40	25	2	5	5	2
2014	4,333	85	40	25	2	5	5	2
2015	4,419	87	41	26	2	6	6	2
2016	4,508	88	42	27	2	6	6	2
2017	4,598	90	43	27	2	6	6	2
2018	4,690	92	44	28	2	6	6	2
2019	4,784	94	45	29	2	6	6	2
2020	4,879	96	46	29	2	6	6	2
2021	4,977	98	47	30	2	6	6	2
2022	5,077	100	48	31	2	7	7	2
2023	5,178	102	49	31	2	7	7	2
2024	5,282	104	50	32	2	7	7	2
2025	5,387	106	50	32	2	7	7	2
2026	5,495	108	51	32	3	7	7	2
Totals		1,725	823	524	39	112	112	37

#### 4.2.5 IMPACTS ANALYSIS AND MITIGATION MEASURES

**Impact 4.2.1:** The project would have an impact on housing if it generates more demand for housing than could be provided within the boundaries of available residential land. The project will have a *less than significant impact*. [LS]

**Table 4.2-3** below represents the vacant land within the planning area as estimated by the City's GIS information. As shown in the table, there are approximately 3,038 acres of vacant land within the planning area. If all of the residentially designated land is developed, the planning area could host a population of approximately 17,625. As noted above, the City's average growth rate has been approximately 0.35 percent and, even at an average of two percent assumed in the previous general plan, the resulting population of 5,495 is within the carrying capacity of the planning area. Even with the assumed growth rate of two percent per year, the calculated buildout population of 17,625 would not occur by 2026. As this is well beyond the planning horizon of the proposed project, and as there is sufficient residential land to meet the needs of a two percent growth rate, this impact is considered *less than significant*.

## 4.2 POPULATION/HOUSING

**Table 4.2-3  
Buildout Assumptions, By Vacant Land and Land Use Designation**

<b>Residential Land Uses</b>				<b>Maximum Units/ Acre<sup>1</sup></b>	<b>Estimated Units/ Acre<sup>2</sup></b>	<b>Estimated Total Units</b>	<b>Estimated Population<sup>3</sup></b>
<b>Land Use Designation</b>	<b>Total</b>	<b>Vacant</b>	<b>Built</b>				
Rural Residential <sup>4</sup>	873	150	723	0.40	0.40	60	126
Low Density Residential	1,232	851	381	5.00	4.00	3,405	7,154
High Density Residential <sup>5</sup>	415	264	151	20.00	12.00	3,164	6,647
<i>Subtotal</i>	<i>2,519</i>	<i>1,265</i>	<i>1,255</i>			<i>6,102</i>	<i>13,927</i>
Existing Population							3,698 <sup>6</sup>
Total Carrying Capacity							17,625
<b>Non Residential Land Uses</b>				<b>Maximum Intensity<sup>1</sup></b>	<b>Estimated Intensity<sup>2</sup></b>	<b>Estimated Total Square Feet</b>	
<b>Land Use Designation</b>	<b>Total</b>	<b>Vacant</b>	<b>Built</b>				
Commercial	371	231	140	80%	25%	2,514,392	
Employment Center	277	105	172	75%	50%	2,286,900	
Mixed Use PD <sup>7</sup>	157	157	-	75%	50%	3,419,460	
Miscellaneous <sup>8</sup>	2,356	1,280	1,075				
<i>Subtotal</i>	<i>3,160</i>	<i>1,773</i>	<i>1,387</i>			<i>8,220,752</i>	
<b>Grand Total</b>	<b>5,679</b>	<b>3,038</b>	<b>2,641</b>			<b>8,220,752</b>	

<sup>1</sup> Table 3-1 of the Land Use Element

<sup>2</sup> Based on Typical Development Patterns in Mt. Shasta

<sup>3</sup> Total Units Multiplied by 2.101 Persons Per Unit, California Department of Finance, January 2006, E-5 Report

<sup>4</sup> Siskiyou County land use pattern within the Planning Area, one unit per 2.5 acres

<sup>5</sup> Includes both High and Medium Density Residential Land Uses

<sup>6</sup> Population Estimate, California Department of Finance, January 2006, E-5 Report

<sup>7</sup> The Mixed Use PD Designation can also accommodate housing at up to 20 units per acre

<sup>8</sup> Other public and open space lands within the planning area but without current potential to develop

### CUMULATIVE IMPACTS

Much of the growth within the planning area has been within the jurisdiction of Siskiyou County rather than within the corporate limits of the City. This growth has largely been residential in nature, on parcels of 2.5 acres or more in size. The County has not been able to identify the number of homes constructed in the past ten years. However, local estimates suggest that several hundred homes have been completed within the planning area. These homes are typically on individual well and septic tank systems, although there are a few developments that either provide a community water system or connect to the City's wastewater treatment facility. Connection to city services, or the provision of municipal services, allows densities to go above the one unit per 2.5 acre minimum established by the County. It is possible that at some point in the future, more property within the unincorporated areas of the planning area will need to

connect to City services. At this point, the cost of extending infrastructure several miles, connecting hundreds of existing homes and expanding the City's wastewater treatment facility to accommodate wastewater from these homes, is too speculative to evaluate. If the homes are connected, it is likely that densities will increase. However other constraints such as topography, wetlands, zoning and lot configuration may limit the number of homes that could be constructed.

Over the subsequent planning period it can be assumed that additional homes will be constructed within the planning area but outside of the city limits. Areas available for residential development are diminishing in number and size and the growth estimate assumes a total of 110 homes would be constructed during the next twenty years. As with the growth estimate within the City limits, this relatively small number of homes is unlikely to cause a significant impact on population and housing. Because many of these areas are already populated, it is unlikely that the City will be able to annex, or would desire to annex, the existing residential development. The cost of developing these larger-lot areas is unlikely to encourage work force or similar housing attainable to residents and workers within the region. The responsibility of providing attainable housing will fall to the City. Regardless, the existing and future county development will have an impact on the City's transportation and other public services.

The City will need to continue to work with the County to ensure that roadways and intersections within the planning area remain adequate to address the needs of the new residents. Such a General Plan policy is included within the proposed project under **Goal CI-1:** Ensure that land development does not exceed road capacities. Policies and implementation measures under that goal outline how the City can accomplish that goal.

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## **4.3 TRANSPORTATION AND CIRCULATION**

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**4.3.1 ENVIRONMENTAL SETTING**

Roadways that provide primary circulation to the General Plan Area include the following: (See **General Plan Figure 4-1, Circulation Map** for a more complete illustration of local streets.)

**Interstate 5 (I-5)** is a major interstate freeway that traverses in the north-south direction through the State of California. I-5 passes through the city and provides major regional access to the City of Mt. Shasta. I-5 forms a full access interchange with West Lake Street. Freeway off-ramps and on-ramps are provided in the southbound and northbound directions respectively on North Mount Shasta Boulevard. I-5 has a divided four-lane cross-section in the vicinity of the project study area. According to 2004 Caltrans count data (published on the Caltrans website), the Annual Average Daily Traffic (AADT) volumes on Interstate 5 north and south of West Lake Street are 20,500 and 21,000, respectively.

**Mount Shasta Boulevard** enters the City of Mt. Shasta as the southerly continuation of Spring Hill Drive at the I-5 interchange. The roadway (which was formerly Highway 99 prior to construction of I-5) generally runs in the north-south direction and, based on its functionality, could be classified as a two lane arterial. South of Lake Street the roadway is known as South Mount Shasta Boulevard and extends further south connecting with SR 89. As such, this roadway provides an alternative connection to I-5 between areas to the north (in the City of Mount Shasta) and SR 89.

**Lake Street** is a two-lane east-west arterial-type facility that begins at its eastern end at a "T" intersection with Washington Drive. The roadway extends west past North Mount Shasta Boulevard and eventually becomes Hatchery Lane at the interchange with I-5.

**Washington Drive/Everitt Memorial Highway** is a two-lane north-south arterial-type facility that begins at its southern end at a "T" intersection with Old McCloud Road and travels north. Northwest of Rockfellow Drive, the roadway is known as Everitt Memorial Highway. Everitt Memorial Highway continues further north into the Mount Shasta Recreational Area as a two lane winding roadway. (The perception of most travelers, however, is that Everitt Memorial Highway is a northbound extension of Lake Street.)

**Alma Street** is a two-lane collector-type facility that runs in the northeast-southwest direction. The roadway begins at its northeastern end at a "T" intersection with Rockfellow Drive, extends southwest and eventually terminates at a "T" intersection with Cedar Street. The roadway provides primary access to the Mount Shasta Elementary School and Sisson Elementary School.



### 4.3 TRANSPORTATION AND CIRCULATION

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**Rockfellow Drive** is an east-west two-lane local collector. Rockfellow Drive connects the residences located on either side of Everitt Memorial Highway with Everitt Memorial Highway, and also serves to direct traffic westward to North Mt. Shasta Boulevard via Alma or Ivy Street.

**Pine Street.** Pine Street is an important street connecting Lake Street to Alma Street and, further west, providing access to Mercy Medical Center and eventually becoming Lassen Way. Pine Street also serves as an alternative route to North Mt. Shasta Boulevard, allowing traffic to skirt most downtown traffic via Alma.

**McCloud Avenue** begins at a “T” intersection with Mt. Shasta Boulevard and extends east to serve several residential neighborhoods. It generally terminates east of the city limits.

**Abrams Lake Road.** This roadway links North Old Stage Road to Interstate 5 and Spring Hill Drive. The roadway also serves the Souza Ready Mix and Aggregate Quarry.

**Lassen Way** is a roadway that leads from Pine Street in the vicinity of the Mercy Medical Center to North Old Stage Road crossing over Interstate 5.

**North and South Old Stage Road** is a route that parallel's Interstate 5 from Dunsmuir to Yreka and provides access to numerous homes and businesses throughout Siskiyou County.

**Azalea Road** extends across State Route 89 from South Mount Shasta Boulevard to South Old Stage Road after crossing over Interstate 5.

#### Traffic Study Area

The following study locations, determined by the City and other agency staff, were included in the traffic analysis.

##### Study Intersections

1. Lake & Mount Shasta Boulevard
2. Lake & Morgan
3. Alma & Mount Shasta Boulevard
4. Rockfellow & Washington/Everitt Memorial Highway
5. Springhill & North Mount Shasta Boulevard
6. Pine & Alma
7. Ski Village Drive & North Mount Shasta Boulevard
8. McCloud & South Mount Shasta Boulevard
9. Ream & Old Stage
10. Old McCloud & Mount Shasta Boulevard

Existing intersection traffic counts were collected by KdAnderson in 2005 for designated study intersections.

### EXISTING TRAFFIC VOLUMES AND OPERATIONS

The operations of roadway facilities are described with the term *level of service*. Level of service (LOS) is a qualitative description of traffic flow from the perspective of motorists based on factors such as speed, travel time, delay, freedom to maneuver, traffic volume, and the capacity of the roadway. Six levels are defined from LOS A, as the least congested operating conditions, to LOS F, or the most congested operating conditions. LOS E represents “at-capacity” operations. When volumes exceed capacity, stop-and-go conditions result and operations are designated as LOS F. Consistent with the Circulation Element of the City of Mt. Shasta General Plan, LOS D is considered the minimum acceptable operating LOS.

**EIR Table 4.3-1** shows the existing Average Daily Traffic (ADT) for principal roadways as extrapolated from PM peak hour counts taken at study intersections. As indicated in **Table 4.3-1**, all study roadway segments are currently operating at an acceptable level of service in both the existing condition and as projected for the year 2026. (See **Table 4.3-3, Road Type and Approximate Average Daily Trips by Level of Service**, below.) In other words, no street segment is found to be rated LOS D or lower.

### INTERSECTIONS

Existing AM and PM peak hour intersection traffic operations have been quantified utilizing existing traffic volumes and existing intersection lane geometrics and control. **Table 4.3-2** contains a summary of the existing intersection LOS conditions and typical duration of vehicle delay in both the AM and PM peak hours. See **Table 4.3-4, Level of Service Criteria for Intersections**, below for more information concerning LOS ratings for intersections.

As indicated in **Table 4.3-2**, all of the study intersections are currently found to be operating at acceptable LOS D or better during both of the AM and PM peak hour periods.

### TRANSIT SERVICE

Existing transit service is provided primarily by the Siskiyou Transit and General Express (STAGE). STAGE provides inter-city bus service within Siskiyou County serving Mt. Shasta, Dunsmuir, McCloud, Weed, Yreka, Gazelle, Grenada, Montague, Hornbrook, Scott Valley and Happy Camp. STAGE operates six fixed routes within the Siskiyou County. In the planning area, these routes include “Route Lake Shastina” and the “Interstate 5 northbound” and “Interstate 5 southbound” routes. STAGE does not have a terminal located in the area. Additional information regarding the bus routes and stops can be obtained from the following website: <http://www.co.siskiyou.ca.us/dpw/transportation.htm>.

## 4.3 TRANSPORTATION AND CIRCULATION

### NON-MOTORIZED TRANSPORTATION

The City does not have a comprehensive bicycle plan or network. Goal CI-8 of the Circulation Element is to promote a safe and efficient non-motorized transportation network. Policy CI-8.1 directs that new sidewalks and trails provide a logical link to schools, housing and commercial areas.

**TABLE 4.3-1  
EXISTING AND 2026 ROADWAY AVERAGE DAILY TRAFFIC**

Roadway Segment	Existing ADT	Existing LOS	2026 ADT	2026 LOS
Interstate 5 South of SR-89	20700		28980	
SR-89 to Lake Street	20600		28840	
Lake Street to North Mt. Shasta	21000		29400	
North Mt. Shasta to Abrams Lake Rd.	24900		34860	
North of Abrams Lake Rd.	23600		33040	
SR-89 South of I-5	3950		5530	
Mt. Shasta Blvd. Spring Hill Dr. to Nixon Rd.	4390	A	7050	A
Nixon Rd. to Alma St.	4210	A	6140	A
Alma St. to Lake St.	4440	A	5890	A
Lake St. to Chestnut St.	4760	A	6070	A
Chestnut St. to McCloud Ave.	6030	A	8010	B
McCloud Ave. to Old McCloud Rd.	5180	A	6780	A
South of Old McCloud Rd.	4340	A	5800	A
Alma St. East of Pine St.	4030	A	5290	A
West of Pine St.	2380	A	3070	A
Pine St. North of Alma St.	3950	A	4680	A
South of Alma St.	3580	A	3760	A
Morgan Way South of W Lake St.	1920	A	2420	A
W Lake St. East of Morgan Way	6380	A	7450	A
West of Morgan Way	6410	A	7360	A
Rockfellow Dr. East of Everitt Memorial Hwy	1100	A	1500	A
West of Everitt Memorial Hwy	2540	A	3100	A
Everitt Memorial Hwy North of Rockfellow Dr.	3800	A	5100	A
N Washington Dr. South of Rockfellow Dr.	2980	A	3980	A
Ream Ave. East of Old Stage Rd.	1070	A	1280	A
West of Old Stage Rd.	470	A	470	A
Old Stage Rd. North of Ream Ave.	820	A	1,070	A
South of Ream Ave.	1,000	A	1,440	A
Chestnut St. North of Mt. Shasta Blvd.	820	A	1,130	A
South of Mt. Shasta Blvd.	530	A	530	A
McCloud Ave. North of Mt. Shasta Blvd.	2330	A	2970	A
Old McCloud Rd. East of Mt. Shasta Blvd.	910	A	980	A
West of Mt. Shasta Blvd.	870	A	870	A

**TABLE 4.3-2  
EXISTING CONDITIONS: INTERSECTION LEVELS OF SERVICE**

#	Intersection	ControlType <sup>1</sup> , <sup>2</sup>	GP LOS Std	AM Peak Hour		PM Peak Hour	
				Delay (sec/vehicle)	LOS	Delay (sec/vehicle)	LOS
1	Rockfellow & Washington/Everitt Memorial Highway	AWSC	D	10.8	B	9.4	A
2	Alma & Mount Shasta Boulevard	Signal	D	14.0	B	13.0	B
3	Pine & Alma	AWSC	D	11.1	B	9.9	A
4	Mt. Shasta & Chestnut	SC	D	13.7	B	14.9	B
5	McCloud & South Mount Shasta Boulevard	TWSC	D	11.8	B	14.3	B
6	Lake & Mount Shasta Boulevard	Signal	D	22.4	C	25.1	C
7	Lake & Morgan	TWSC	D	17.3	C	31.6	D
8	Ski Village Drive & North Mount Shasta Boulevard	TWSC	D	13.2	B	13.4	B
9	Springhill & North Mount Shasta Boulevard	TWSC	D	12.8	B	11.6	B
10	Old McCloud & Mount Shasta Boulevard	TWSC	D	11.8	B	13.4	B
11	Ream & Old Stage	AWSC	D	7.3	A	7.9	A

#### 4.3.2 REGULATORY FRAMEWORK

##### STATE

##### California Department of Transportation (Caltrans)

Caltrans policies are applicable to I-5 and SR-89, and are summarized in the Caltrans' *Guide for the Preparation of Traffic Impact Studies* (State of California Department of Transportation, December 2002). These guidelines identify when a traffic impact study is required, what should be included in the study, analysis scenarios, and guidance on acceptable analysis methodologies.

Caltrans endeavors to maintain a target service level of LOS C on State highway facilities. However, this may not always be feasible and a lower service level may be acceptable in some circumstances.

##### LOCAL

##### City of Mt. Shasta General Plan

The City of Mount Shasta General Plan Circulation Element, as proposed to be revised, will set forth plans for the transportation system in the City. Policies and implementation programs pertaining to transportation are shown below:

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### General Plan Objectives and Programs: Level of Service

**Goal CI-1:** Ensure that land development does not exceed road capacities.

**Policy CI-1.1:** Level of service shall be the standard for judging whether a road has adequate remaining capacity for average daily traffic generated by a proposed project.

**Policy CI-1.2:** Level of service "C" shall be the minimum acceptable service level during normal conditions. Peak-hour reduction to level of service "D" may be permitted provided there are plans in place to make improvements required to improve the level of service.

#### *Implementation Measures:*

- CI-1.2(a): Public Works, in cooperation with Caltrans and Siskiyou County, shall regularly monitor traffic volume on roads that presently have levels of service of C or D. Average Daily Trips (ADT) shall be determined and made available to the Planning Department for review of development proposals.
- CI-1.2(b): When a road segment or intersection is found to be approaching Level of Service C – defined as ADT being within ten percent of the highest LOS C traffic volume threshold, the City shall initiate plans for improvements designed to increase capacity.
- CI-1.2(c): The improvements shall be designed to be initiated by the time traffic volume is approaching Level of Service D. This may result in the generation of impact fees as a means of accumulating funds for the improvements caused by private development.
- CI-1.2(d): The City shall require traffic analysis to be conducted for all projects that will generate sufficient traffic to use ten (10) percent or more of the capacity of the roadway at LOS C as shown in [General Plan] **Table 4-4**. [Reproduced as Table 4.3-3 of this EIR Chapter]
- CI-1.2(e): Projects that will impact streets and/or intersections that currently, or are projected to operate, at below LOS C, shall prepare a traffic analysis to determine the extent to which they impact the streets and/or intersections. For facilities that are (short-term conditions), or will be (cumulative condition), operating at unacceptable Levels of Service without the project, an impact is considered significant if the project: 1) increases the average delay at intersections by more than five seconds, or 2) increases the volume-to-capacity ratio by 0.05 or more on a roadway segment.

- CI-1.2(f): If a street and/or intersection is impacted by a project for short-term conditions, and the project's pro-rata share is equal to or above twenty five (25) percent, then the project shall be required to construct the necessary improvements to maintain an acceptable level of service.
- CI-1.2(g): If a street and/or intersection is impacted by a project for cumulative conditions, and the project's pro-rata share is below twenty five (25) percent, then the project shall be required to pay their pro-rata share of the cost of constructing these improvements.
- CI-1.2(h): The City shall regulate truck travel as appropriate for the transport of goods, consistent with circulation, air quality, noise, and land use goals.

Table 4.3-3

(Note: In the General Plan, this table is Table 4-4.)

**Road Type and Approximate Average Daily Trips by Level of Service**

Road Type	Average Daily Trips (ADT)				
	LOS A	LOS B	LOS C	LOS D	LOS E
4-Lane Divided Arterial w/Turn Lane	22,000	25,000	29,000	32,500	36,000
2-Lane Arterial w/Turn Lane	11,000	12,500	14,500	16,000	18,000
2-Lane Arterial	9,000	10,500	12,000	13,500	15,000
2-Lane Collector	6,000	7,500	9,000	10,500	12,000
Local	600	1,200	2,000	3,000	4,500

## Notes:

1. Based on Highway Capacity Manual, Fourth Edition, Transportation Research Board, 2000.
2. All volume thresholds are approximate and assume ideal roadway characteristics. Actual thresholds for each LOS listed above may vary depending on a variety of factors including (but not limited to) roadway curvature and grade, intersection spacing, driveway spacing, percentage of trucks and other heavy vehicles, lane widths, signal timing, on-street parking, volume of cross traffic and pedestrians, etc.

**4.3.3 STANDARDS OF SIGNIFICANCE**

## THRESHOLDS OF SIGNIFICANCE

The City has determined that a project may have significant impacts on traffic and circulation if it does any of the following:

- Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections).
- Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways. Generally, these standards are:

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An intersection that operates acceptably (LOS A, B, C or D) without the project is degraded to an unacceptable LOS (E, or F) due to the additional traffic from the project; or

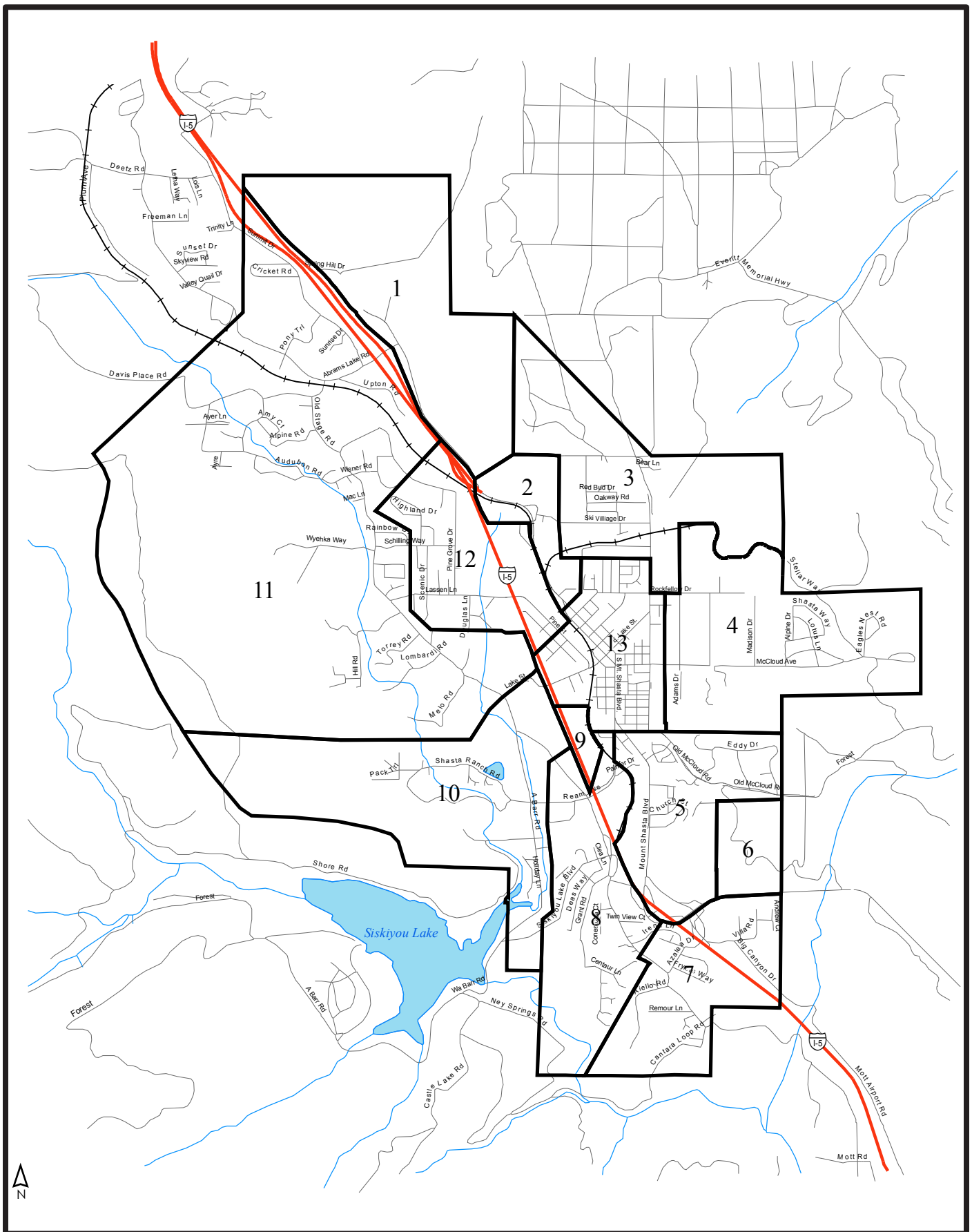
An intersection that is operating at an unacceptable LOS without the project experiences an increase of 5 or more seconds of control delay due to the addition of project traffic.

### 4.3.4 METHODOLOGY

The impacts of implementing the Mt. Shasta General Plan were identified by superimposing the traffic associated with buildout of new development onto current background traffic volumes and evaluating resulting traffic operations with regard to standards in the current General Plan. Identification of future traffic volumes on Mt. Shasta streets is a key element in this process, and the text that follows describes the methodology employed to estimate future traffic volumes.

Future traffic volume forecasts were developed by identifying the amount of traffic associated with new development and assigning that new traffic to the area street and highway system using a local area traffic assignment model. The new development forecast was based on an assumed two percent growth rate (which is twice the increase in the average annual growth rate of the community for the past ten years). Potential new development was divided among Traffic Allocation Zones (TAZ) aligned along roadways within the planning area (See **EIR Figure 4.3-1**). Using a GIS program, vacant land was identified within each TAZ, and a potential for growth estimated. Growth potential was based on availability (or not) of public services including water, wastewater, etc., topography, biological and zoning constraints. Generally, land outside of the city limits was assumed to be subject to development at 2.5 acre minimums, while land within the City was assumed to develop at average densities based on **General Plan Table 3-1** in the Land Use Element. These assumptions were then placed in a traffic model.

The model employed for this analysis, TRAFFIX, requires typical input assumptions as to trip generation, regional distribution and assignment. As part of the model development process a link network mimicking the major elements of the street system was first created. Locations where new development is anticipated were identified and summarized as traffic analysis zones. The amount of traffic resulting from development within each zone was estimated based on generalized trip generation rates derived from data published by the Institute of Transportation Engineers. The destinations for new trips were identified based on regional demographics and from information contained in available traffic studies, and these destinations were identified in the model as gateways. Trips between TAZ's and gateways were allocated to potential paths along the link network based on consideration of probable travel times and review of current travel patterns. The model then allocated trips to and from each TAZ and superimposed these trips onto current background volumes to create future traffic volumes presented in the Mt. Shasta General Plan EIR.



Source: Enplan, 2005

**FIGURE 4.3-1**  
**Mt. SHASTA PLANNING AREA**  
**TRAFFIC ALLOCATION ZONES**  
**PMC**



## 4.3 TRANSPORTATION AND CIRCULATION

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### ANALYSIS METHODOLOGIES AND PARAMETERS/POLICIES

#### Level-of-Service Methodologies

Traffic operations have been quantified through the determination of "Level of Service" (LOS). As noted above, Level of Service is a qualitative measure of traffic operating conditions, whereby a letter grade "A" through "F" is assigned to an intersection or roadway segment representing progressively worsening traffic conditions.

Levels of Service have been calculated for all intersection control types using the methods documented in the Transportation Research Board (TRB) Publication *Highway Capacity Manual, Fourth Edition, 2000* (HCM 2000). The delay-based LOS criteria for different types of intersection control are outlined in **Table 4.3-4**. The LOS definitions shown in these tables were used in the traffic study.

TABLE 4.3-4  
LEVEL OF SERVICE CRITERIA FOR INTERSECTIONS

LEVEL OF SERVICE	TYPE OF FLOW	DELAY	MANEUVERABILITY	STOPPED DELAY/VEHICLE (SEC)		
				SIGNALIZED	UNSIGNALIZED	ALL-WAY STOP
<b>A</b>	Stable Flow	Very slight delay. Progression is very favorable, with most vehicles arriving during the green phase not stopping at all.	Turning movements are easily made, and nearly all drivers find freedom of operation.	< 10.0	< 10.0	< 10.0
	Stable Flow	Good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.	Vehicle platoons are formed. Many drivers begin to feel somewhat restricted within groups of vehicles.	>10 and < 20.0	>10 and < 15.0	>10 and < 15.0
<b>C</b>	Stable Flow	Higher delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, although many still pass through the intersection without stopping.	Back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted	>20 and < 35.0	>15 and < 25.0	>15 and < 25.0
	Approaching Unstable Flow	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	Maneuverability is severely limited during short periods due to temporary back-ups.	>35 and < 55.0	>25 and < 35.0	>25 and < 35.0
<b>E</b>	Unstable Flow	Generally considered to be the limit of acceptable delay. Indicative of poor progression, long cycle lengths, and high volume-to-capacity ratios. Individual cycle failures are frequent occurrences.	There are typically long queues of vehicles waiting upstream of the intersection.	>55 and < 80.0	>35 and < 50.0	>35 and < 50.0
	Forced Flow	Generally considered to be unacceptable to most drivers. Often occurs with over saturation. May also occur at high volume-to-capacity ratios. There are many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors.	Jammed conditions. Back-ups from other locations restrict or prevent movement. Volumes may vary widely, depending principally on the downstream back-up conditions.	> 80.0	> 50.0	> 50.0

References: Highway Capacity Manual, Transportation Research Board, 2000. (Omni Means, Table 1)

## 4.3 TRANSPORTATION AND CIRCULATION

### TRAFFIC FORECASTS

Unlike a project level proposal, the programmatic nature of the General Plan involves evaluating traffic impacts from system-wide rather than site-specific perspective. The projected two percent growth rate was divided among the traffic allocation zones (TAZs) used to create the traffic model to arrive at a potential development pattern over the twenty-year term of the study. These growth areas were determined using knowledge of the availability of infrastructure, the potential for development, topography, existing development and access. **Table 4.3-5** shows the assumed development, by TAZ, that was used to determine the 2026 traffic impacts.

**Table 4.3-5**  
**Growth Assumptions By Traffic Allocation Zone 2026**

Traffic Allocation Zone (TAZ)	Rural Residential	Low Density Residential	High Density Residential	Commercial	Industrial
	<i>Units</i>	<i>Units</i>	<i>Units</i>	<i>Square Feet</i>	<i>Square Feet</i>
1		200	150	75,000	75,000
2			50		
3		100	20		
4		100			
5		150		15,000	30,000
6					
7	20				
8	20				
9				15,000	
10	20				
11	50				
12		10			
13			25	15,000	
<b>Totals</b>	<b>110</b>	<b>560</b>	<b>245</b>	<b>120,000</b>	<b>105,000</b>

### 4.3.5 IMPACT ANALYSIS AND MITIGATION MEASURES

**Impact 4.3.1:** The project may cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system, or the project may exceed a level of service standard established by the City (i.e., result in a substantial increase in either the number of vehicle trips, congestion at intersections or the level of service). This impact is considered *less than significant*. [LS]

Using the development distribution listed in **Table 4.3-5**, the traffic model, as summarized below in **Table 4.3-6**, shows that most of the study intersections continue to operate at an acceptable level of service D or better in 2026. The intersection of Morgan Way and West Lake Street is projected to function at LOS F by 2026. The model shows that the left turn leg from Morgan Way onto West Lake Street could function at LOS F with a lengthy

## 4.3 TRANSPORTATION AND CIRCULATION

delay in 2026. The intersection is unlikely to be suitable for a signal due to its proximity to the I-5 north bound on and off ramps. A signal at this location might cause traffic to back up into the north bound off ramp which could cause an unacceptable conflict with freeway traffic. The proposed project continues the previous General Plan circulation diagram that shows a connection between Ream Avenue and Lake Street from an extension of Morgan Way. (See **General Plan Figure 4-1** in the Circulation Element) This connection would lessen traffic demand at West Lake and Morgan Way intersection by enabling residents living south and west of the shopping area to travel to Ream by way of the new connection and avoid the intersection. This would reduce the need to turn left onto West Lake Street from Morgan Way, and would improve the level of service. Ultimately, the City may need to eliminate the ability to turn left from Morgan Way on to West Lake Street. However, this is not needed currently and may not be needed by 2026. If the City does need to eliminate left turns at this location, an alternative left-turn location is at the signalized intersection of Commerce Way and West Lake Street approximately 300 feet east of this intersection.

Policy CI-2(a) of the Circulation Element requires the City to continuously review traffic capacities at key intersections within the City. **General Plan Table 4-2** of the Circulation Element identifies the future extension of Morgan Way toward East Ream Avenue. As this is a cumulative impact and is based on preliminary model data, and subsequent development within the area may reduce the potential for impact at the Lake/Morgan intersection, this impact is considered *less than significant*.

**TABLE 4.3-6**  
**2026 CONDITIONS: INTERSECTION LEVELS OF SERVICE**

#	Intersection	Control Type <sup>1, 2</sup>	GP LOS Std	AM Peak Hour		PM Peak Hour	
				Delay (sec/vehicle)	LOS	Delay (sec/vehicle)	LOS
1	Rockfellow & Washington/Everitt Memorial Highway	AWSC	D	14.2	B	12.6	B
2	Alma & Mount Shasta Boulevard	Signal	D	14.4	B	13.0	B
3	Pine & Alma	AWSC	D	14.3	B	11.6	B
4	Mt. Shasta Boulevard & Chestnut	SC	D	16.5	C	22.0	C
5	McCloud & South Mount Shasta Boulevard	TWSC	D	16.5	C	25.5	D
6	Lake & Mount Shasta Boulevard	Signal	D	22.6	C	27.8	C
7	Lake & Morgan	TWSC	D	20.8	C	<b>89.0</b>	<b>F</b>
8	Ski Village Drive & North Mount Shasta Boulevard	TWSC	D	18.6	C	29.6	D
9	Springhill & North Mount Shasta Boulevard	TWSC	D	21.7	C	21.7	C
10	Old McCloud & Mount Shasta Boulevard	TWSC	D	13.5	B	17.3	C
11	Ream & Old Stage	AWSC	D	7.5	A	8.3	A

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**Impact 4.3.2:** The project may substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersection or incompatible uses (e.g., farm equipment), access or emergency access. This impact is considered *less than significant*. [LS]

Within the plan area, there are several intersections and roadway segments that may warrant expansion or modification as the City grows. **Tables 4-4 and 4-5** of the Circulation Element of the General Plan show proposed new roadways and intersections designed to improve roadway connections as development occurs within the planning area. Policy CI-4.1(d) requires that non-residential parcels be designed for adjacent lot connectivity, and that subdivisions provide roadway connections for adjacent lands. An important consideration within the Plan Area is the potential for new roadways to impact wetland or other sensitive biological features. Roads completed as part of development projects must be considered during the environmental review process. Roadways planned by the City independent of a development project must also comply with the requirements of the California Environmental Quality Act. As proposed, the new roadways and intersection policies address emergency access and ensure that subsequent development consistent with the General Plan results in adequate design and connectivity. This impact is considered *less than significant*.

**Impact 4.3.3:** The project will not result in inadequate parking capacity. *No impact [NI]*.

Goal CI-6 of the Circulation Element is to maintain and enhance parking throughout the City and policies CI-6.1 and CI-6.2 encourage the maintenance of parking standards and support the existing Downtown Parking District. The proposed project does not result in any change to the parking ordinance or standards. Therefore there is no impact to parking standards or capacity.

**Impact 4.3.4:** The project may conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle plans). This impact is considered *less than significant*. [LS]

The Circulation Element Policy CI-7.1 encourages the expansion of public transit within the planning area. Policy CI-8.1 supports preparation of a bicycle master plan designed to meet the non-motorized needs of the City and link homes, businesses, schools and parks. Development of the plan will need to consider private property rights, safety, maintenance costs, biological impacts (typically wetland and riparian impacts), public safety and overall connectivity. Currently, City standards require that new subdivisions install sidewalks along all street frontages; however, there is no requirement for trails. Prior to implementing any comprehensive trail master plan, the City will need to complete environmental review of the master plan routes. As the proposed project retains the requirements of the 1993 General Plan for sidewalks along public streets in new development, and encourages the preparation of a master trails and bikeway

plan (Policy CI8.1(b)), and since any subsequent plan will require both public input and compliance with the California Environmental Quality Act, this impact is considered *less than significant*.

#### CUMULATIVE IMPACTS

No cumulative impacts associated with transportation and circulation have been identified.

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## **4.4 GEOLOGY AND SOILS**

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#### 4.4.1 ENVIRONMENTAL SETTING

##### GEOLOGIC SETTING

California is made up of eleven geomorphic provinces. The City of Mt. Shasta is located on the southwest flank of Mt. Shasta in the Cascade Geologic Province of California.

Mount Shasta is a compound stratovolcano that has been built by repeated eruptions during the past 200,000 years. The mountain has experienced numerous short-lived eruptions between longer periods of glaciation and erosion. The last known eruption of Mt. Shasta was in the summit cone 200 years ago. The City of Mt. Shasta and the planning area are underlain by andesite volcanic rock of the Pleistocene Age (10,000 years to 2 million years ago) and Holocene alluvial fan deposits.

##### SOILS

According to the Soil Survey of Siskiyou County, California, Central Part, prepared by the USDA Natural Resources Conservation Service (NRCS), areas within the City of Mt. Shasta consist of Asta, Neer-Ponto, Diyou, and Deetz soils. Within the General Plan planning area outside the city, the following soil series dominate: Deetz, Kindig-Neuns, Diyou, Marpa-Kinkel-Boomer and Asta.

The physical characteristics of soils within the City and planning area are summarized in **Table 4.4-I**. Soils within the City and within the planning area are largely deep to very deep soils formed on top of glacial outwash fans. Most are well drained with moderate to rapid permeability. Runoff is slow to rapid and water erosion hazard ranges from slight to high.

Diyou soils, which are located southwest of Pine Street and northeast of South Old Stage Road, are generally considered poorly suited to urban development due to a seasonally high water table, high shrink-swell potential, hazard of flooding, and limited load supporting capacity.

**TABLE 4.4-1**  
**SOIL PHYSICAL CHARACTERISTICS**

Soil Type	Depth	Drainage	Permeability	Runoff	Water Erosion Hazard	Notes
Asta	Very Deep	Well Drained	Moderate	Rapid	High	
Deetz	Very Deep	Well Drained	Rapid	Rapid	High	Suited for homesite development
Diyou	Very Deep	Poorly Drained	Moderate	Slow	Slight	Poorly suited to urban development. Shrink-swell Potential



**TABLE 4.4-1**  
**SOIL PHYSICAL CHARACTERISTICS**

Soil Type	Depth	Drainage	Permeability	Runoff	Water Erosion Hazard	Notes
						high.
Kindig-Neus	Deep	Well Drained	Moderate	Rapid	High	
Marpa-Kinkel-Boomer	Moderate to very deep	Well Drained	Slow to Moderate	Medium to Rapid	Moderate to High	
Neer-Ponto	Very Deep	Well Drained	Moderate to High	Slow	Low	

*Source: Natural Resources Conservation Service, United States Department of Agriculture, September 1983. Soil and Vegetation Survey, Siskiyou County, California, Central Part.*

#### MINERAL RESOURCES

The only noteworthy mineral resource in the planning area is aggregate. The Spring Hill Mine, owned and operated by Sousa Ready Mix, is approximately 98 acres in size and is located within the city limits east of Interstate 5 at the north end of the City. Sousa Ready Mix also owns and operates the site known as the Upton Pit, outside the city limits on the west side of Interstate 5, south of Abrams Lake Road. The Upton Pit has been mined for aggregate for many years and the facility imports and processes aggregate from the Spring Hill Mine. The Upton facility contains the operation's concrete batch plant and crushing, screening and washing facilities.

There are no publicly-known, economically viable deposits of precious metals in the Planning Area. The State does not identify the Planning Area as containing mineral deposits of statewide significance.

#### GEOLOGIC HAZARDS

Potential geologic hazards in the area include seismicity (with related impacts such as liquefaction), liquefaction and ground failure, slope instability and subsidence, and volcanic activity.

#### Seismicity

The severity of the impact of an earthquake is generally expressed in terms of *intensity* and *magnitude*. Intensity is based on the observed effects of ground shaking on people, buildings, and natural features. By comparison, *magnitude* is based on the amplitude of the earthquake waves recorded on instruments, which have a common calibration. The Richter scale, a logarithmic scale ranging from 0.1 to 9.0, with 9.0 being the strongest, measures the magnitude of an earthquake relative to ground shaking. **Table 4.4-2** provides a description and a comparison of *intensity* and *magnitude*.

The 1994 *Fault Activity Map*, prepared by the California Division of Mines and Geology, indicates no active or potentially active faults within the Mt. Shasta Planning Area.

Historically, there have only been two earthquakes with a Richter magnitude of 4.0 or greater occurring in the immediate Mt. Shasta area. The two faults classified as “potentially active” by the California Division of Mines and Geology do exist northeast of the planning area. One is a north-south trending fault running through the top of Mount Shasta, the other is an east-west trending fault that runs from the top of Mount Shasta to a point north of Black Butte. Because of the active volcanic status of Mount Shasta, these faults are considered potentially active by the California Geological Survey. Pursuant to the Uniform Building Code, the project area is in Seismic Zone 3. Because seismic hazards in the area are of general and relatively low risk, it is not necessary to set aside open space lands for seismic hazard protection. Site-specific issues concerning proposed development projects are addressed by the City and the County in project review processes pursuant to the California Environmental Quality Act.

**TABLE 4.4-2**  
**MODIFIED MERCALLI INTENSITY SCALE FOR EARTHQUAKES**

<b>Richter Magnitude</b>	<b>Modified Mercalli Scale</b>	<b>Effects of Intensity</b>
0.1 – 0.9	I	Earthquake shaking not felt
1.0 – 2.9	II	Shaking felt by those at rest.
3.0 – 3.9	III	Felt by most people indoors, some can estimate duration of shaking.
4.0 – 4.5	IV	Felt by most people indoors. Hanging objects rattle, wooden walls and frames creak.
4.6 – 4.9	V	Felt by everyone indoors, many can estimate duration of shaking. Standing autos rock. Crockery clashes, dishes rattle and glasses clink. Doors open, close and swing.
5.0 – 5.5	VI	Felt by all who estimate duration of shaking. Sleepers awaken, liquids spill, objects are displaced, and weak materials crack.
5.6 – 6.4	VII	People frightened and walls unsteady. Pictures and books thrown, dishes and glass are broken. Weak chimneys break. Plaster, loose bricks and parapets fall.
6.5 – 6.9	VIII	Difficult to stand. Waves on ponds, cohesionless soils slump. Stucco and masonry walls fall. Chimneys, stacks, towers, and elevated tanks twist and fall.
7.0 – 7.4	IX	General fright as people are thrown down, hard to drive. Trees broken, damage to foundations and frames. Reservoirs damaged, underground pipes broken.
7.5 – 7.9	X	General panic. Ground cracks, masonry and frame buildings destroyed. Bridges destroyed, railroads bent slightly. Dams, dikes and embankments damaged.
8.0 – 8.4	XI	Large landslides, water thrown, general destruction of buildings. Pipelines destroyed, railroads bent.
8.5 +	XII	Total nearby damage, rock masses displaced. Lines of sight/level distorted. Objects thrown into air.

*Source: Division of Mines and Geology*

### Liquefaction and Ground Failure

The Mt. Shasta area is potentially subject to ground shaking from faults located in eastern Siskiyou county and volcanic activity at Mt. Shasta. According to the California Geological Society, soils identified in the planning area may be subject to liquefaction as a result of seismic activity. Liquefaction occurs when earthquakes shake loose, wet, sandy soil. When this occurs, the soils can become almost like quicksand and lose their ability to support structures. Building foundations can sink, break apart or tilt. Gravity-fed pipelines can back up. In the planning area, soils underlain with glacial outwash deposits consisting of loose, silty, and gravelly sands may be subject to liquefaction.

### Slope Instability and Subsidence

The terrain of the planning area has primarily low to moderate slopes. During preparation of the Siskiyou County General Plan, reconnaissance mapping was undertaken to identify potential geologic hazards. This mapping revealed no geologic hazards east of Interstate 5 given that slopes are relatively gentle. Topography with the potential for landslide hazards exists west of Interstate 5 near the Shasta-Trinity National Forest along Rainbow Ridge and Box Canyon. Steeper areas such as Quail Hill and south of Old McCloud Road may also be subject to slope instability.

Mud and debris flow channels (with the potential to be related to a combination of slope instability and volcanic activity) exist within the planning area as identified in the Safety Element, **Figure 6-2, Potential Mud Flow Channels**. These issues are addressed in the Safety Element. The City has determined that there is no need for open space to be specifically designated for reasons of potential slope instability. When projects are proposed, the California Environmental Quality Act requires site-specific consideration of the potential for slope instability and other geologic hazards.

There are no known significant subsidence hazards in the planning area. Geologic or hydrologic conditions associated with subsidence are not known to occur in the area. However, some localized subsidence could result in the vicinity of springs and wetlands.

### Volcanic Hazards

The City of Mt. Shasta lies on the southwestern flank of the Mount Shasta volcano. The Mount Shasta volcano has a long but irregular record of eruption. It has erupted at least once every 600-800 years for the past 10,000 years with its most recent eruption having occurred over two hundred years ago in 1786 (Christianson, 1982). The potential volcanic hazards in the vicinity of Mt. Shasta have been detailed in geologic literature. The most pertinent studies were completed since the 1980 Mount St. Helens in Washington State (Crandell, 1987).

Various kinds of volcanic activity can endanger life and property both close to and far away from a volcano. Volcanic hazards typically include pyroclastic flows, ash fall, mud flows, and lava flows which are further discussed under the General Plan Safety Element. Some hazards are more severe than others, depending on the extent of the event, whether people or property are in the way, and the amount of time in which the

community is warned of an impending event. Based on the *Hydrology and Geologic Risk Impact Analysis* by Dan Miller three zones of risk assessment were designated with Zone A being the highest risk. The City of Mt. Shasta is located within the Zone B and C designations. Typically lava flows are not life threatening because they move slow enough for people to move out the way.

As discussed in the Safety Element, although most volcanic hazards are triggered directly by an eruption, some hazards may occur when a volcano is quiet. Eruptions may directly trigger mudflows by quickly melting snow and ice on the volcano. Mudflows can also be triggered by intense rainfall without being related to an eruption. Mudflows vary in size and speed. In the General Plan, **Figure 6-2, Potential Mud Flow Channels**, indicates low-lying areas in the planning area that could potentially experience flows as the result of a volcanically triggered mudflow event.

Furthermore, as discussed in the General Plan, the eruptive record suggests that the Mount Shasta volcano will probably erupt again in the future, but at a time and with a magnitude that are not possible to predict. The general conclusion in the General Plan concerning volcanic risks in the Mt. Shasta area is that it is recognized that there is a long-term potential for volcanic hazards to property and infrastructure in the vicinity, but that there is a very low risk to human life since it is expected that an impending eruption would be detected in ample time to notify and evacuate people. Although it is understood that some low-lying areas in the planning area have a higher potential than other areas for destruction of property that could be caused by volcanic mudflows, etc., the expectation that such an event may not occur for hundreds of years, if ever, leads local agencies to conclude that the potential is not a constraint to planning and approval of development projects in areas that may be geographically vulnerable.

### **Tsunamis and Seiches**

As the City of Mt. Shasta is not located near any large bodies of water, there is no likelihood of inundation from a tsunami or seiche.

## **4.4.2 REGULATORY FRAMEWORK**

### **STATE**

#### **Alquist-Priolo Earthquake Fault Zoning Act**

The Alquist-Priolo Earthquake Fault Zoning Act (California Public Resources Code Section 2621 et seq.) went into effect in 1973. The purpose of this Act is to prohibit the location of most structures built for human occupancy across the traces of active faults, thereby mitigating the hazard of fault rupture (Public Resources Code Section 2621.5). Under the Act, the State Geologist is required to delineate 'Earthquake Fault Zones' (EFZs) along known active faults in California. The State Mining and Geology Board, for the purposes of this Act, defines an "active fault" as one that has had surface displacement within Holocene times, meaning within the last 11,000 years. Cities and counties affected by an EFZ must regulate certain development projects within the zone.

#### **4.4 GEOLOGY/SOILS/MINERAL RESOURCES**

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Under this Act, cities and counties must withhold development permits for sites within an EFZ until geologic investigations demonstrate that the sites are not threatened by surface displacement from future faulting. Under current State policy, the boundaries of an EFZ are positioned approximately 500 feet away from a major active fault and approximately 200 to 300 feet from well-defined, minor faults. Under guidelines established by the State Mining and Geology Board, no structure for human occupancy shall be permitted on the trace of an active fault.

##### **State Water Resources Control Board**

The State Water Resources Control Board (SWRCB) has the authority to issue National Pollution Discharge Elimination System (NPDES) permits, but generally delegates this responsibility to the Regional Water Quality Control Board (RWQCB). There are two types of stormwater permits: a general permit for non-point municipal stormwater discharges, and a permit for discharges from industrial and construction activities. Construction activity subject to a General Permit for Discharges of Storm Water Associated with Construction Activities include discharges associated with projects that disturb one or more acres of soil.

Site development within the Project Area would fall under the SWRCB general NPDES permit process for discharge generated from construction activities. The construction permit authorizes the discharge of stormwater and prohibits the discharge of materials other than stormwater and all discharges which contain a hazardous substance in excess of reportable quantities established in 40 CFR 117.3 or 40 CFR 302.4, unless a separate NPDES discharge permit has been issued to regulate those discharges. A Storm Water Pollution Prevention Plan (SWPPP) is required with a SWRCB construction permit for compliance with the Clean Water Act (CWA) 402(b) for all associated construction activities on the project site.

##### **Uniform Building Code**

The City has adopted the Uniform Building Code, which establishes building requirements for all new structures. Therefore the Uniform Building Code regulates the construction of structures associated with the proposed project. The project is located in Seismic Zone 3, as defined by the Uniform Building code, which is defined as an area of potentially major damage from earthquakes corresponding to intensity VII and higher on the Modified Mercalli Intensity Scale. Such areas are subject to strict building regulations designed to enhance the ability of a structure to withstand potential earthquakes.

LOCAL

##### **Mt. Shasta General Plan Goals and Policies**

The City of Mt. Shasta General Plan, as proposed to be revised, will contain the following goals and policies concerning geology, soils and minerals:

**Goal SF-2:** Assure life and property are adequately protected from seismic hazards in the area.

**Policy SF-2.1:** Avoid development in areas of steep slope and high erosion potential.

*Implementation Measures:*

- SF-2.1(a): Maintain a maximum density of not more than one dwelling per ten acres of gross land area on slopes in excess of thirty percent.
- SF-2.1(b): Amend the land development code to establish special review standards for areas with slopes of greater than thirty percent.
- SF-2.1(c): Ensure that site development on steep slopes is designed to avoid creating areas that may be subject to slippage or movement from storm events.
- SF-2.1(d): Encourage the use of density transfer to avoid new private construction in areas of steep slopes or high erosion potential.

**Goal SF-3:** Take prudent steps to maintain emergency services in the event of volcanic activity.

**Policy SF-3.1:** Periodically update the City's emergency service program to minimize destruction from volcanic activity.

*Implementation Measures:*

- SF-3.1(a): Evaluate power, telephone, water, sewer and other utilities; roads, and landing strips for their location and resistance to the effects of various volcanic hazards, and provide the City Council with recommendations for improvements.
- SF-3.1(b): Local, state, and Federal governments should develop contingency plans for a possible volcanic eruption at Mt. Shasta, including provisions for emergency communication.
- SF-3.1(c): Develop programs to educate residents about preparing for volcanic hazards.

**Policy SF-3.2** Take steps to protect public facilities and emergency service providers.

*Implementation Measures:*

- SF-3.2(a): Avoid construction of public or emergency buildings within low-lying areas that may be subject to volcanic flows.
- SF-3.2(b): Evaluate and upgrade necessary local codes to accommodate the potential effects of volcanic induced seismic and airfall hazards.

**Goal SF-7:** Identify and maintain emergency evacuation routes.

**Policy SF-7.1:** Working with the County, identify routes to evacuate area residents for different types of emergencies.

*Implementation Measure:*

SF-7.1(a): Work with the County to establish emergency evacuation routes in the event of different categories of emergencies: severe rain or snow storm, flood, fire, volcanic or seismic.

**Goal OC-2:** Protect riparian habitat along streams in the Planning Area.

**Policy OC-2.1:** Require erosion control protection as a part of grading and development plans.

*Implementation Measures:*

OC-2.1(a): Develop a grading ordinance which will, at a minimum, incorporate:

- Standards related to heavy equipment operating within stream channels;
- Sediment and surface runoff management;
- Erosion control contingency plan;
- An enforcement component to ensure adherence to the ordinance;
- References to state and federal rules applicable to protecting riparian habitat (e.g., grading setbacks from riparian habitat); and
- Provisions to cooperate with state, federal and private land managers to establish a mitigation bank within the planning area so that mitigation resulting from impacts to riparian habitat within the planning area provides local benefits for retaining riparian resources.

**Goal OC-6:** Ensure an adequate supply of construction minerals and aggregate in the Mt. Shasta area, and support the economic viability of existing mining and processing operations.

**Policy OC-6.1:** Allow mineral and aggregate resource lands at appropriate locations to be commercially developed for purposes of providing construction material and industrial minerals for the area.

*Implementation Measures:*

OC-6.1(a): Conserve mineral resource lands and support production at existing aggregate facilities by avoiding urban density residential development on surrounding parcels.

OC-6.1(b): Ensure the beneficial reuse of mined lands through the approval and implementation of a reclamation program.

- OC-6.1(c): Reclamation plans approved by the City shall be carried out on a phased basis – not deferred to the conclusion of the mining activities – as identified in the application for a mining permit and reclamation plan approval.
- OC-6.1(d): No new permits shall be issued nor expiring permits renewed without approval of or update to a reclamation plan.
- OC-6.1(e): Residences and commercial uses having overnight accommodations (e.g., hotels, motels) should be required to obtain a conditional use permit if proposed to be located within 100 feet of the property line of a parcel on which there is a permitted mining or related processing operation.

#### **4.4.3 STANDARDS OF SIGNIFICANCE**

Based on Appendix G of the CEQA Guidelines, the City concludes that a project may have significant impacts on geology, soils and mineral resources if it does any of the following:

- Exposes people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:
  - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault,
  - Strong seismic ground shaking,
  - Seismic-related ground failure, including liquefaction,
  - Volcanic activity, or
  - Landslides.
- Results in substantial soil erosion or the loss of topsoil.
- Is located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.
- Is located on expansive soil, as defined in Table 18-1-B of the California Building Code (1994), creating substantial risks to life or property.
- Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.
- Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.



### 4.4.4 METHODOLOGY

Evaluation of potential impacts was conducted by reviewing existing studies concerning the geology, soils, and minerals of the Mt. Shasta area. The Soil Conservation Service's *Soil Survey of Siskiyou County, California, Central Part* was utilized in evaluating project impacts on soils. For potential impacts of volcanic activity, two reports by the U.S. Geological Survey were used. Also useful was the *Geologic Map of the Weed Quadrangle*, by the California Division of Mines and Geology. A list of reviewed documents is provided in the References portion of this section.

### 4.4.5 IMPACTS AND MITIGATION

**Impact 4.4.1:** Expose people or structures to potential substantial adverse effects including risks associated with seismic activity, volcanic activity, landslides or known geologic units that are unstable or that would become unstable as a result of the project. This impact is considered *less than significant*. [LS]

#### SEISMIC ACTIVITY

Seismic-induced ground failure includes lateral spreading, liquefaction and landslides. Lateral spreading is a secondary result of severe shaking and horizontal movement in unconfined soils. The project site is located in the Seismic Zone 3, as defined by the Uniform Building Code. Compliance with State and local seismic standards will reduce this impact to *less than significant*.

#### VOLCANIC ACTIVITY

Development located in volcanic hazard areas may be at risk if a future eruption occurs on the south or west slopes of Mount Shasta. The City of Mt. Shasta is located within potential mud flow and debris flow Zones B and C, as identified in **Figure 6-2** in the Safety Element of the General Plan, which is defined as an area of 'low to moderate' potential for mud and debris flows caused by volcanic activity. The potential for mud and debris flows is higher in known drainages and swales.

While it is possible to avoid substantial impacts by precluding development in recognized volcanic hazard areas, the City has considered a number of factors in adopting its related attitude that the City will not preclude development in lands that may be subject to volcanic hazards for that reason alone. The predicted eruption interval of six to eight hundred years suggests an estimate that Mount Shasta may not erupt until the year 2376, if at all. If the City were to preclude development in potential hazard areas, the City could be required to compensate property owners for condemnation of property. This would be an infeasible fiscal liability in response to hazards having such vague potential. The potential flowage areas are not precisely defined and have only been presented as advisory information.

The general conclusion concerning volcanic risks in the Mt. Shasta area, as identified in the City of Mt. Shasta General Plan, is that it is recognized that there is a long-term potential for volcanic hazards to property and infrastructure in the vicinity, but that there is a very low risk to human life since it is expected that an impending eruption would be detected in ample time to notify and evacuate people. Although it is understood that some low-lying areas in the City have a higher potential than other areas for destruction of property that could be caused by volcanic mudflows, etc., the expectation that such an event may not occur for hundreds of years, if ever, leads local agencies to conclude that the potential is not a constraint to planning and approval of development projects in particular vulnerable areas. The impact associated with volcanic activity is considered to be *less than significant*.

#### LANDSLIDES

Landslides may be triggered on or near volcano by an eruption or by seismic events related to volcanic forces beneath the surface. With the provisions of the Uniform Building Code and the general plan goals and policies contained within the Safety Element the impact is will be reduced to *less than significant*.

**Impact 4.4.2:** Result in substantial soil erosion or the loss of topsoil. This impact is considered *less than significant*. [LS]

While there are areas within the City with relatively level building sites, much of the residential development needed to support projected population growth will occur on lands with low to moderate slopes. During preparation of the Siskiyou County General Plan, reconnaissance mapping was undertaken to identify potential geologic hazards. This mapping revealed no geologic hazards east of Interstate 5 given that slopes are relatively gentle. Mapping of slope instability of areas west of Interstate 5, including lands in the Shasta Trinity National Forest, identified landslide features along Rainbow Ridge and the Box Canyon Gorge. Steep hillsides such as Quail Hill and south of Old McCloud Road, although unmapped as to geologic hazards, may be subject to slope instability due to similar geology as Rainbow Ridge. With the provisions of the Uniform Building Code and the general plan goals and policies contained within the Safety Element the impact is will be reduced to *less than significant*.

**Impact 4.4.3:** Construction could occur on expansive soils as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property. The impact is considered *less than significant*. [LS]

As noted in the **EIR Table 4.4-1**, expansive soils do exist within the planning area. In most cases the severity is considered slight to moderate. With the application of the Uniform Building Code criteria with standards of design for building foundations, damage, should it occur, should be limited to minor cracking of the foundation and should not create a substantial risk to life or property. Therefore, this impact is considered to be *less than significant*.

**Impact 4.4.4:** Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. There is ***no impact.*** [NI]

The State Mining and Geology Board has the responsibility to inventory and classify mineral resources and could designate such mineral resources as having a “statewide” or “regional significance” and then the local agency must adopt a management plan for such identified resources. The only noteworthy mineral resource in the planning area is aggregate. There are no publicly-known, economically viable deposits of precious metals in the Planning Area. The State does not identify the Planning Area as containing mineral deposits of statewide significance and at this time, there are no plans to assess local mineral resources for the study area or Siskiyou County. Therefore, until mineral resources are discovered and identified by the State, the project will have *no impact.*

**Impact 4.4.5:** Result in the loss of availability of locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plans. This impact is considered ***less than significant.*** [LS]

The only noteworthy mineral resource in the planning area is aggregate. The project could result in the loss of availability of a locally important mineral resource recovery site (i.e., the Spring Hill Mine, owned and operated by Sousa Ready Mix). The Spring Hill Mine, owned and operated by Sousa Ready Mix, is approximately 98 acres in size and is located within the city limits east of Interstate 5 at the north end of the City. Sousa Ready Mix also owns and operates the site known as the Upton Pit, outside the city limits on the west side of Interstate 5, south of Abrams Lake Road. The operators of the aggregate operation have expressed concern that encroachment of residential and certain types of commercial uses near their facilities may increasingly impose constraints on the operation. The General Plan acknowledges the threat and includes provisions to reduce the potential for impact under Policy OC-6 and Policy OC-6.1. The impact, is therefore considered *less than significant.*

#### CUMULATIVE IMPACTS

No cumulative impacts associated with geology and soils have been identified.

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## **4.5 HAZARDS**

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### 4.5.1 ENVIRONMENTAL SETTING

#### Flood Hazards

Flood hazard in the planning area is mainly localized. The hazards are generally limited to riparian areas along streams, the shores of Lake Siskiyou and along the Sacramento River below Box Canyon Dam. The flooding of streams is primarily caused by seasonal flow fluctuations and peak storm events. Flooding that occurs in the planning area generally only affects the immediate vicinity of particular streams.

The Federal Emergency Management Agency has not mapped floodplains in the planning area, with the exception of the shore of Lake Siskiyou and a narrow fringe area along the Sacramento River. In the proposed revised General Plan, **Figure 6-1, Flood Hazards**, shows the areas subject to inundation.

The Box Canyon area below Lake Siskiyou is subject to flood hazards from high precipitation and from potential dam failure. An inundation study prepared for the County indicates that portions of the canyon area below the dam would be inundated in the event of a dam failure. The study was prepared in 1973 by Olson and Associates Engineering and concluded that, in the planning area, inundated areas would be confined in the inner canyon area.

#### Geologic Hazards

Hazards relating to geologic features in the Mt. Shasta planning area, including seismicity, liquefaction, ground failure, slope stability and subsidence, are addressed in this EIR in Section 4.4, Geology, Soils, and Mineral Resources.

#### Volcanic Hazards

Various kinds of volcanic hazards are discussed in the General Plan. Volcanic Hazards including lava flows, pyroclastic flows, and mud flows in the Mt. Shasta planning area are addressed in the EIR in Section 4.4, Geology, Soils, and Mineral Resources.

#### Fire Hazards

Fire hazards within the planning area include the potential for wildland fires as well as structural fires. The City of Mount Shasta is rated as being in a "Very High Fire Hazard Severity Zone" pursuant to California Government Code Section 51179. Wildland fires present considerable risks to development in all areas where a wildland-urban interface exists. Given that much of the planning area meets the definition of such an interface, a potential threat to both life and property exists for many residents of the Mount Shasta area.

## 4.5 HAZARDS

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In order to better address wildland fire hazards in the vicinity of the City of Mt. Shasta and develop measures to minimize these risks, the Mt. Shasta Fire Safe Council obtained funding for, and coordinated preparation of, the *Mt. Shasta Area Community Wildfire Protection Plan* (CWPP). The CWPP was prepared with the purpose of identifying areas of high priority for fuels reduction treatment and to provide guidelines for the implementation of a pro-active program that would reduce the potential for loss of life and property resulting from wildfires. The plan also assessed community fire emergency preparedness. According to the CWPP, areas dominated by chaparral pose the greatest risk for wildfire due to the intensity of fuel loading with areas dominated by grass, brush and timber posing significant risks. The greatest impact to structures would likely occur along the southern and eastern edges of the City where there are not only ample fuels present, but a substantial amount of “urban interface” development as well.

### Hazardous Materials

Hazardous materials are transported in large volumes on Interstate 5 and on the Union Pacific Railroad (UPRR). Caltrans indicates that nearly every conceivable type of hazardous material is transported over Interstate 5. The most common materials are liquefied petroleum gas and gasoline. Some transportation of the hazardous material occurs on local streets within the planning area, but in much smaller quantities compared to the quantities transported on Interstate 5. UPRR transports hazardous materials through the area. The most common types of materials transported by rail are flammable and non-flammable gases, corrosives and flammable liquids.

The California Highway Patrol and UPRR both maintain hazardous material response units. However, these units are not locally based. Therefore, the Mt. Shasta Police and Fire Departments and the Mt. Shasta Fire Protection District are expected to respond first to any incidents in the planning area.

### Railroad Crossing Hazards

Collisions at highway-rail crossings are one of the leading causes of death and serious injury associated with railroad operations in the United States. Two railroad lines are located within the City of Mt. Shasta. The Union Pacific Railroad (UPRR) line through the City is the main north/south railroad through Northern California. Approximately 18 trains per day pass through Mt. Shasta on this interstate line. The McCloud Railway Company (MRC) operates a short-line railroad out of McCloud. The MRC line connects with the UPRR line in Mt. Shasta along North Mt. Shasta Boulevard.

There are a total of seven railroad crossings within the City of Mt. Shasta. Five grade crossings are located along the Union Pacific line. Two crossings are on Nixon Street, and there are crossings of Alma Street, Lake Street and Ream Avenue. All five UPRR crossings are gated. There are two grade crossings for the MRC line; one for Everitt Memorial Highway and one for North Mt. Shasta Boulevard. Both MRC crossings are “passive” and are equipped with flashing lights but no gates.

## Emergency Evacuation

Portions of the planning area may need to be evacuated for a number of reasons including wildfires, volcanic events, or truck or railroad accidents involving significant quantities of hazardous materials. In some locations, evacuation could be constrained by the lack of access and egress roads into the area, or by the length of dead-end and cul-de-sac roads. Response and evacuation procedures have been addressed in the City's Emergency Plan, which is updated periodically. The responsibility for day-to-day emergency response is that of the Mt. Shasta Fire and Police Departments, the County Sheriff, and the Mt. Shasta Fire Protection District.

### 4.5.2 REGULATORY FRAMEWORK

California Government Code Section 65302(g) specifies that general plans include a Safety Element for the protection of the community from unreasonable risks associated with the effects of various hazards. The list of possible hazards includes seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence, liquefaction and other seismic hazards; flooding; and wildland and urban fires. The Mt. Shasta General Plan Safety Element also discusses hazardous materials and railroad crossings.

As described in the Mt. Shasta General Plan Safety Element, a material is considered hazardous if it appears on a list of hazardous materials prepared by a federal, state, or local agency, or if it has characteristics defined as hazardous by such an agency. A hazardous material is defined in Title 22 of the California Code of Regulations (CCR) as follows:

*A substance or combination of substances which, because of its quantity, concentration, or physical, chemical or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed. (California Code of Regulations, Title 22, Section 662601.10)*

Hazardous materials storage and handling and hazardous waste generation and disposal are regulated by various federal and state regulations. The Resource Conservation and Recovery Act (RCRA) has mandated a national waste management program since 1976. Under RCRA, hazardous waste must be tracked from the time of generation to the point of disposal. A program must be instituted by every generator and handler to manage hazardous waste in a manner that minimizes the present and future threat to the environment and human health. Each hazardous waste generator must register and obtain an identification number from the Environmental Protection Agency under RCRA regulations.

## 4.5 HAZARDS

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The State Hazardous Waste Control Law is the basic state law that implements the RCRA waste management system. The Department of Toxic Substances Control is the primary regulatory agency administering the state hazardous waste program. DTSC has delegated local agencies to inspect and regulate small generators.

Most hazardous materials regulation and enforcement in Siskiyou County is managed by the Siskiyou County Health Department, which refers large cases of hazardous materials contamination or violations to the Central Valley Regional Water Quality Control Board (RWQCB) and the State Department of Toxic Substances Control (DTSC). It is not at all uncommon for other agencies to become involved when issues of hazardous materials arise such as the Air Pollution Control District, and both the federal and state Occupational Safety and Health Administrations (OSHA).

Any business handling hazardous materials (as defined in Section 25500 of the California Health and Safety Code, Division 20, Chapter 6.95) requires a permit (typically from the local fire department) in order to register the business as a hazardous materials handler. Such businesses are also required to comply with California's Hazardous Material Response Plans and Inventory Law (AB 2185). AB 2185 requires immediate reporting of any release or threatened release of a hazardous material to the local administering agency and the State Office of Emergency Services. In addition, any business handling more than 500 pounds of solid, 55 gallons of liquid, or 200 cubic feet of gaseous hazardous material, at any one time, is required under AB 2185 to file a business plan. The business plan must be submitted to the local administering agency of the program. Emergency response procedures should be included in the business plan.

The transportation of hazardous materials is required to meet all applicable laws and regulations governed by the U.S. Department of Transportation. Regulations regarding the safe transport of hazardous materials and hazardous wastes are found in the Shasta County Emergency Response Plan.

Various provisions of State law address fire safety. The City of Mount Shasta is rated as being in a "Very High Fire Hazard Severity Zone" pursuant to California Government Code Section 51179. Jurisdictions and property owners within such zones are required to comply with the requirements of Section 51182 of the Government Code. One such requirement is the maintenance of at least 100 feet of defensible space around structures, or the clearing of all flammable vegetation (with a few exceptions) to the property line should that distance be shorter. Other requirements of the Code are designed to reduce impacts to residences in the event of a wildfire, but are likewise designed to minimize the likelihood of fires spreading outward from a structural fire.

### 4.5.3 STANDARDS OF SIGNIFICANCE

Based on Appendix G of the CEQA Guidelines, a project may have significant impacts related to hazards if it does any of the following:

- Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials.



- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school.
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code ' 65962.5 and, as a result, would it create a significant hazard to the public or the environment.
- 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 a public use airport, would the project result in a safety hazard for people residing or working in the project area.
- For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area.
- Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.
- Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

#### **4.5.4 METHODOLOGY**

The analysis of impacts related to hazards is focused on the extent to which the proposed revisions of the City's General Plan and implementation provisions would result in increased impacts to the various hazard-related issues outlined in the Standards of Significance. Related provisions of the General Plan are referenced where applicable.

#### **4.5.5 IMPACT ANALYSIS AND MITIGATION**

**Impact 4.5.1:** The project could create a significant hazard through the routine transport, use or disposal of hazardous materials. This impact is ***less than significant.*** [LS]

Although the General Plan Safety Element addresses the transport, use or disposal of hazardous materials in the planning area, these activities will not be caused by, nor will they increase as a result of, adoption of the proposed General Plan revisions. See policies and implementation measures under Goal SF-5. In this context, there are virtually no revisions to the related provisions of the 1993 General Plan. This impact is considered ***less than significant.***

## 4.5 HAZARDS

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**Impact 4.5.2:** The project could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. This impact is *less than significant*. [LS]

See comments to Impact 4.5.1. This impact is considered *less than significant*.

**Impact 4.5.3:** The project could result in hazardous emissions or the handling of hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school. This impact is *less than significant*. [LS]

See comments to Impact 4.5.1. This impact is considered *less than significant*.

**Impact 4.5.4:** The project will be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, could create a significant hazard to the public or the environment. This impact is *less than significant*. [LS]

The project does not propose development on any sites included on a list of hazardous materials sites pursuant to Government Code Section 65962.5. Therefore, the project could not create a significant hazard to the public or the environment in this context. This impact is considered *less than significant*.

**Impact 4.5.5:** 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 a public use airport, would the project result in a safety hazard for people residing or working in the project area. This impact is *less than significant*. [LS]

The Dunsmuir Municipal-Mott Airport is located approximately one mile southeast of the southeast boundary of the City's General Plan planning area. Only a small fraction of the General Plan planning area (i.e., in the area of Big Canyon Drive and Cantara Loop Road) is located within the area identified as the "Airport Influence Area" in the Airport Land Use Plan for the Dunsmuir Municipal – Mott Airport. None of this area is within the city limits and is therefore under the land use jurisdiction of Siskiyou County. The "Low-Density Residential" and "Resource" land use designations for this area in the City's General Plan are compatible with the "Compatibility Zones" and "Compatibility Criteria" outlined in the Airport Land Use Plan. Therefore, the project will not result in significant safety hazards related to the airport. This impact is considered *less than significant*.

**Impact 4.5.6:** The project could impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. This impact is *less than significant*. [LS]

Proposed revisions in the General Plan Safety Element (under Goal SF-7) address emergency response plans and evacuation plans and are intended to support such planning. Studies addressing evacuation plans in the Mt. Shasta area have expressed concern about the capacity of local roads in the event of sizable fires. It has been observed that many of the roads that service areas of residential development, primarily in older neighborhoods, may be inadequate to provide safe passage of residents out of some areas and, at the same time, provide good access to emergency vehicles responding to a fire. These roads are often narrow with dense vegetation growing up to the road shoulder. The General Plan addresses areas within and around the City of Mt. Shasta where ingress and egress is a significant hazard risk and, under Goal SF-4, proposes development and road standards to address related impacts. Nothing in the policies and other provisions of the proposed revisions would interfere with emergency response or evacuation plans. This impact is considered *less than significant*.

**Impact 4.5.7:** The project would expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. This impact is *less than significant*. [LS]

In terms of land use designations, the proposed General Plan revisions will not result in exposing people or structures to a greater risk of wildfire hazard than already possible in the 1993 City General Plan. The Safety Element of the General Plan addresses the fact that the City of Mount Shasta is rated as being in a "Very High Fire Hazard Severity Zone". Beginning with Goal SF-4, the General Plan recognizes the need to protect property and life from fire hazards. Policy SF-4.1 states that the City will update codes to provide for fire protection. A new implementation measure in the proposed revisions (SF-4.1(f)) states that the City shall review the recommendations of the *Mt. Shasta Area Community Wildfire Protection Plan* and, when found to be appropriate and otherwise consistent with City policy, support and/or implement its recommendations. The General Plan revisions express concern with the County's development policies around the City relating to the potential for wildfires and the need for improved evacuation routes in some areas, but the City's General Plan revisions do not increase the exposure that is resulting from development outside the city limits. Potential impacts in those areas is, in part, the result of County development policies and project approvals. This impact is considered *less than significant*.

## CUMULATIVE IMPACTS

No cumulative impacts associated with hazards have been identified.

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## **4.6 NOISE**

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### 4.6.1 ENVIRONMENTAL SETTING

Noise sources within the Mt. Shasta planning area include local and through traffic, commercial and industrial uses, recreational activities and railroad operations. The most significant consistent noise source in Mt. Shasta is local and through traffic. Interstate 5, which traverses the full length of the community from north to south, is likely the most significant noise source. The Union Pacific Railroad is another significant noise source, but the trains are periodic in nature unlike the traffic along the Interstate. A detailed study of ambient noise levels in Mt. Shasta was prepared for the City during preparation of the 2006 General Plan Update. The following environmental issues are considered in terms of the related potential impacts that could result from the proposed amendment of the Mt. Shasta General Plan. In addition, the City is in the process of reviewing a Noise Ordinance for adoption. If adopted, the Noise Ordinance will mitigate future potential noise impacts associated with development in the City.

#### Roadways

The Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA-RD-77-108) was used to predict traffic noise levels within the Mt. Shasta city limits. The FHWA Model is the traffic noise prediction model currently preferred by the Federal Highway Administration, the State of California Department of Transportation (Caltrans), and most city and county governments for use in traffic noise assessment. Although the FHWA Model is in the process of being updated by a more sophisticated traffic noise prediction model, the use of RD-77-108 is considered acceptable for the development of General Plan traffic noise predictions.

**TABLE 4.6.1  
ROADWAY NOISE CONTOUR DATA**

Seg. No.	Description	Existing*		Future*	
		60 dB	65 dB	60 dB	65 dB
Interstate 5:					
1	South of S.R. 89	990	459	1238	575
2	S.R. 89 to Lake Street	986	458	1234	573
3	Lake Street to N. Mt. Shasta Interchange	999	464	1250	580
4	N. Mt. Shasta Interchange to Abrams Lake Rd.	1037	481	1298	602
5	North of Abrams Lake Road	1021	474	1277	593
State Route 89:					
6	South of Interstate 5	263	122	330	153
Mt. Shasta Blvd.					
7	Spring Hill Dr. to Nixon Rd.	63	29	87	40
8	Nixon Rd. to Alma St.	61	29	79	37
9	Alma St. to Lake St.	64	30	77	36
10	Lake St. to Chestnut St.	67	31	78	36
11	Chestnut St. to McCloud Ave.	78	36	94	44
12	McCloud Ave. to Old McCloud Rd.	71	33	84	39

## 4.6 NOISE

Seg. No.	Description	Existing*		Future*	
		60 dB	65 dB	60 dB	65 dB
13	South of Old McCloud Rd.	63	29	76	35
<b>Alma St.</b>					
14	East of Pine St.	60	28	72	33
15	West of Pine St.	42	19	50	23
<b>Pine St.</b>					
16	North of Alma St.	59	27	66	31
17	South of Alma St.	55	26	57	26
<b>Morgan Way</b>					
18	South of W. Lake St.	36	17	42	20
<b>W. Lake St.</b>					
19	East of Morgan Way	81	38	90	42
20	West of Morgan Way	81	38	89	41
<b>Rockfellow Dr.</b>					
21	East of Everett Memorial Hwy	25	12	31	14
22	West of Everett Memorial Hwy	44	20	50	23
<b>Everett Memorial Hwy</b>					
23	North of Rockfellow Dr.	57	27	70	32
<b>N. Washington Dr.</b>					
24	South of Rockfellow Dr.	49	23	59	27
<b>Ream Ave.</b>					
25	East of Old Stage Coach Rd.	25	11	28	13
26	West of Old Stage Coach Rd.	14	7	14	7
<b>Old Stage Coach Rd.</b>					
27	North of Ream Ave.	21	10	25	11
28	South of Ream Ave.	24	11	30	14
<b>Chestnut St.</b>					
29	East of Mt. Shasta Blvd.	21	10	26	12
30	West of Mt. Shasta Blvd.	15	7	15	7
<b>McCloud Ave.</b>					
31	East of Mt. Shasta Blvd.	41	19	49	23
<b>Old McCloud Rd.</b>					
32	East of Mt. Shasta Blvd.	22	10	23	11
33	West of Mt. Shasta Blvd.	21	10	21	10

\* Distance (in feet) from center of roadway to Ldn contours.

Source: Table 7.1 of Noise Element, September 2006

dB = decibel

Ldn = Day/Night average sound level

Topography in the City of Mt. Shasta varies, sometimes alternating from relatively flat to moderately hilly along relatively short roadway segments. Due to the topographic complexity, as well as considerable vegetation within the City of Mt. Shasta, it was not possible to evaluate the effects of topography on traffic noise within the framework of the General Plan Noise Element. Therefore the contour distances should be considered conservative estimates of traffic noise exposure, to be supplemented by a detailed and project-specific study as needed.

#### Railroads

Railroad activity in the City of Mt. Shasta consists of regular freight and passenger operations on the Union Pacific Railroad (UPRR). The UPRR tracks generally follow Mt. Shasta Boulevard the entire length of the City. Typical train activity consists of approximately 16 daily freight trains and two Amtrak passenger trains per day, seven days per week. In addition, Amtrak's Coast Starlight excursion train operates approximately 4-6 times per year. The noisiest aspect of the train operations is the use of railroad warning horns and whistle at the roadway crossings, which results in brief periods of elevated noise levels in the proximity of the tracks. (Source: Noise Element, September 2006)

#### Non-Transportation Noise Sources

Non-traffic related noise comes from a variety of land use activities. These include aggregate extraction activities located at the northern city limit near the intersection of Abrams Lake Road and North Mt. Shasta Boulevard; commercial and light industrial uses which include auto and truck repair, tire installation, loading docks, HVAC systems (i.e., heating, venting and air conditions systems), and a recycling yard. Many of these sources are located on Mt. Shasta Boulevard or on Ream Avenue. The noise emissions of these types of uses are dependant on many factors, and are difficult to quantify precisely. Regardless, they contribute to the ambient noise environment in the immediate vicinity of these uses, and must be considered when new noise-sensitive uses are proposed in the vicinity. (Source: Noise Element, September 2006)

Parks and school playgrounds are another noise source which is spread throughout the City. School playing field activities tend to generate more noise than neighborhood parks, as the intensity of school playground usage tends to be much higher. At a distance of 100 feet from an elementary school playground being used by 100 students, average noise levels of 60 dB can be expected and maximum noise levels of 75 dB are common. At organized events such as high-school football games with large crowds and public address systems, the noise generation is often significantly higher. (Source: Noise Element, September 2006)

The Noise Element included a Community Noise Survey which measured noise at six locations within the City. The detailed results are found on Table 7.4 of the Noise Element. The measured noise ranged between 40 and 108 dB Ldn, with the highest being located at the crossing of 1-5 and UPRR.

## 4.6 NOISE

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### 4.6.2 REGULATORY FRAMEWORK

Federal, state, and local governments and other entities have implemented a variety of standards and guidelines related to noise levels. The applicable standards and guidelines for the proposed General Plan Update are discussed below.

#### STATE

State standards regulate noise levels of motor vehicles and freeway noise affecting classrooms, set standards for sound transmission control and occupational noise control, and identify noise insulation standards. The state has also developed land use compatibility guidelines for community noise environments.

The State of California General Plan Guidelines, published by the Governor's Office of Planning and Research, provides guidance for the acceptability of projects within specific CNEL/Ldn contours. Generally, residential uses are considered to be acceptable in areas where exterior noise levels do not exceed 60 dB CNEL/Ldn. Residential uses are normally unacceptable in areas exceeding 70 dB CNEL/Ldn and conditionally acceptable within 60 to 70 dB CNEL/Ldn. Schools, libraries, churches, hospitals, and nursing homes are treated as noise-sensitive land uses requiring acoustical studies within areas exceeding 60 dB CNEL/Ldn. Additionally, 45 dB CNEL/Ldn is prescribed as a suitable interior noise environment for noise-sensitive uses. However, the state stresses that these guidelines can be modified to reflect sensitivities of individual communities to noise.

#### CITY OF MT. SHASTA

The City of Mt. Shasta General Plan Noise Element establishes noise level standards for new uses affected by both non-transportation and transportation noise sources. The City's noise standards for new uses affected by non-transportation and transportation noise sources are depicted in **Tables 4.6-2** and **4.6-3**, respectively.

As indicated, in **Table 4.6-2**, the City's noise standards for new uses affected by non-transportation noise sources are based on average-hourly noise levels (in dB  $L_{eq}$ ). In accordance with these criteria, non-transportation operational noise levels are generally considered compatible if hourly exterior noise levels at nearby noise-sensitive receptors do not exceed 50 to 55 dB  $L_{eq}$  during the daytime hours or 35 to 40 dB  $L_{eq}$  during the nighttime hours. These levels shall be lowered by five dB for simple tone noise, noise consisting of speech or music, or reoccurring impulsive noise (Source: Table 7.5, Noise Element, September 2006)

As depicted in **Table 4.6-3**, noise exposure from transportation noise sources is typically limited to a maximum of 60 to 65 dB Ldn in outdoor activity areas and 35 to 45 dB Ldn in interior spaces for residential dwellings and other noise-sensitive land uses, such as churches, office buildings, and theaters. (Source: Table 7.6, Noise Element, September 2006)



The City of Mt. Shasta General Plan also includes various noise-related goals and policies, which have been developed to protect City residents from harmful and annoying effects of exposure to excessive noise.

**TABLE 4.6.2**  
**NOISE STANDARDS FOR NEW USES AFFECTED BY NON-TRANSPORTATION NOISE**

New Land Use	Outdoor Activity Area - Leq		Interior – Leq	Notes
	Daytime	Nighttime	Day & Night	
All Residential	50	45	35	1, 2, 7
Transient Lodging	55	---	40	3
Hospitals & Nursing Homes	50	45	35	4
Theaters & Auditoriums	---	---	35	
Churches, Meeting Halls, Schools, Libraries, etc.	55	---	40	
Office Buildings	55	---	45	5, 6
Commercial Buildings	55	---	45	5, 6
Playgrounds, Parks, etc.	65	---	---	6
Industry	65	65	50	5

Notes:

1. Outdoor activity areas for single-family residential uses are defined as back yards. For large parcels or residences with no clearly defined outdoor activity area, the standard shall be applicable within a 100 foot radius of the residence.

2. For multi-family residential uses, the exterior noise level standard shall be applied at the common outdoor recreation area, such as at pools, play areas or tennis courts.

3. Outdoor activity areas of transient lodging facilities include swimming pool and picnic areas, and are not commonly used during nighttime hours.

4. Hospitals are often noise-generating uses. The exterior noise level standards for hospitals are applicable only at clearly identified areas designated for outdoor relaxation by either hospital staff or patients.

5. Only the exterior spaces of these uses designated for employee or customer relaxation have any degree of sensitivity to noise.

6. The outdoor activity areas of office, commercial and park uses are not typically utilized during nighttime hours.

7. It may not be possible to achieve compliance with this standard at residential uses located immediately adjacent to loading dock areas of commercial uses while trucks are unloading. The daytime and nighttime noise level standards applicable to loading docks shall be 55 and 50 dB Leq, respectively.

General: The Table 5 standards shall be reduced by 5 dB for sounds consisting primarily of speech or music, and for recurring impulsive sounds. If the existing ambient noise level exceeds the standards of Table 7-5, then the noise level standards shall be increased at 5 dB increments to encompass the ambient.

(Source: Table 7-5, Mt. Shasta General Plan Noise Element, September 2006)

**TABLE 4.6.3**  
**NOISE STANDARDS FOR NEW USES AFFECTED BY TRAFFIC AND RAILROAD NOISE**

New Land Use	Outdoor Activity Area - Ldn	Interior - Ldn/Peak Hour Leq <sup>1</sup>	Notes
All Residential	60-65	45	2, 3, 4
Transient Lodging	65	45	5
Hospitals & Nursing Homes	60	45	6
Theaters & Auditoriums	---	35	
Churches, Meeting Halls, Schools, Libraries, etc.	60	40	
Office Buildings	65	45	7
Commercial Buildings	65	50	7
Playgrounds, Parks, etc.	70	---	
Industry	65	50	7

Notes:

1. For traffic noise within the City, Ldn and peak-hour Leq values are estimated to be approximately similar. Interior noise level standards are applied within noise-sensitive areas of the various land uses, with windows and doors in the closed positions.

2. Outdoor activity areas for single-family residential uses are defined as back yards. For large parcels or residences with no clearly defined outdoor activity area, the standard shall be applicable within a 100-foot radius of the residence.

3. For multi-family residential uses, the exterior noise level standard shall be applied at the common outdoor recreation area, such as at pools, play areas or tennis courts.

4. Where it is not possible to reduce noise in outdoor activity areas to 60 dB Ldn or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dB Ldn may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

5. Outdoor activity areas of transient lodging facilities include swimming pool and picnic areas.

6. Hospitals are often noise-generating uses. The exterior noise level standards for hospitals are applicable only at clearly identified areas designated for outdoor relaxation by either hospital staff or patients.

7. Only the exterior spaces of these uses designated for employee or customer relaxation have any degree of sensitivity to noise.

(Source: Table 7-6, Mt. Shasta General Plan Noise Element, September 2006)

### 4.6.3 STANDARDS OF SIGNIFICANCE

Appendix G of CEQA Guidelines indicates that a project may have significant impacts if the project results in any of the following:

- Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or of applicable standards of other agencies.
- Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, exposure of people residing or working in the project area to excessive noise levels.
- For a project within the vicinity of a private airstrip, exposure of people residing or working in the project area to excessive noise levels.

### 4.6.4 METHODOLOGY

This section evaluates potential noise impacts associated with the proposed project, which is a revision of some portions of the City of Mt. Shasta's General Plan and related provisions to implement the General Plan. A combination of noise level measurements, use of existing acoustical literature, and application of accepted noise prediction methodologies was used to predict the potential noise generation within the City of Mt. Shasta for the general plan update. The potentially significant sources of noise identified for evaluation during this process primarily included transportation related noise.

### 4.6.5 IMPACT ANALYSIS AND MITIGATION MEASURES

**Impact 4.6.1:** The project may expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance or of applicable standards of other agencies. This impact is *less than significant*. [LS]

While the General Plan Update does not propose specific uses that may expose persons to or generate noise in excess of the established standards, it is conceivable that a use generating such noise or which exposes persons to excessive noise levels may be proposed during the planning period. Because of related provisions incorporated into the General Plan to mitigate this impact, as well as the provisions of the City's Noise Ordinance, this impact is considered *less than significant*.

## 4.6 NOISE

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**Impact 4.6.2:** The project may expose persons to or generate excessive groundborne vibration or groundborne noise levels. This impact is *less than significant*. [LS]

While the General Plan Update does not propose specific uses that may cause groundborne vibrations or noise, it is conceivable that a use generating such vibration and noise may be proposed during the planning period. Pursuant to Section 18.20.20 of the City of Mt. Shasta Municipal Code, should that occur, the proposed use would be subject to review through the Use Permit process outlined in Municipal Code Chapter 18.28. Further, the standards of that Chapter require that the use not “be materially detrimental to the health, safety, morals, comfort and general welfare of persons residing or working in the neighborhood of such proposed use”. Thus, the Municipal Code reduces potential groundborne vibration and noise impacts of future uses to a level that is *less than significant*.

**Impact 4.6.3:** The project may cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. This impact is *less than significant*. [LS]

As the population of Mt. Shasta increases over the planning period, it will likely result in a permanent increase in traffic and related noise. Such noise increases will occur mainly along those major transportation routes located in predominantly commercial areas. The level of increase in these areas is expected to be less than significant, especially since it will not be occurring in areas with sensitive noise receptors. Additionally, freeway generated noise will increase and have an affect on adjacent residential area, especially where residential uses currently abut the freeway. However, the freeway traffic is primarily through traffic (especially the truck traffic), and will increase over the 20-year life of the project, with or without the project.

This level of increase could be considered significant if it were located in a residential area, or were near other sensitive receptors like hospitals, schools, libraries or churches. Fortunately, almost none of these uses exist along major streets in Mt. Shasta that could be affected by such an increase in noise. Most of the uses are commercial and can stand higher noise levels. Therefore, given the circumstances described herein; the goals, policies and implementation measures of the updated General Plan Noise Element, this impact is considered *less than significant*.

**Impact 4.6.4:** The project may cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. This impact is *no impact*. [NI]

The General Plan Update will not substantially increase temporary or periodic ambient noise levels in the vicinity of the City above those levels existing without the General Plan Update. Therefore there will be *no impact*.

**Impact 4.6.5:** The project may be located within an airport land use plan exposing people residing or working in the project area to excessive noise levels. This impact is *less than significant*. [LS]

The City of Mt. Shasta is located within two miles of the Siskiyou County Airport Land Use Compatibility Plan for the Dunsmuir Municipal-Mott Airport. However, the Dunsmuir Municipal Airport is categorized as a “less than” Basic Utility Stage 1 facility primarily used by general aviation aircraft. It does not provide commercial flights or service other destinations. As such, people will not be exposed to excessive noise levels resulting from air traffic arriving and/or departing from the Dunsmuir Municipal Airport. This impact is considered *less than significant*.

**Impact 4.6.6:** The project is not located within the vicinity of a private airstrip, and will not expose people residing or working in the project area to excessive noise levels. This impact is *no impact*. [NI]

The City of Mt. Shasta is not located within two miles of a private airport or airstrip. Therefore there is *no impact*.

### CUMULATIVE IMPACTS

No cumulative impacts associated with noise have been identified.

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## **4.7 BIOLOGICAL RESOURCES**

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#### 4.7.1 ENVIRONMENTAL SETTING

The diverse wildlife and plant communities in City of Mt. Shasta's General Plan planning area are directly related to the wide range of habitat types found in the region. Habitat types are determined by local geology, elevation, climate, and the types of water bodies (streams, lakes and wetlands) found in the area. Habitat types are also affected by land uses in the planning area and on surrounding lands. The following discussion describes the seventeen habitat variations found within the planning area. These habitats are illustrated in the Open Space/Conservation Element in the General Plan, **General Plan Figure 5-1, Wildlife Habitat Relationships**.

**Annual Grassland:** Small areas of dry grasslands are found scattered throughout the planning area. Locally, these areas are more extensive on private lands and intermix with agriculturally managed (livestock pasture) sites. Species include introduced and native annual grasses such as brome grass (*Bromus* spp.), bluegrass (*Poa* spp.), oat grass (*Avena* spp.), fescue (*Festuca* spp.), dogtail (*Cynosurus* spp.), barley (*Hordeum* spp.), needlegrass (*Nassella* spp.), and oatgrass (*Danthonia* spp.), and a variety of forbs such as checker mallow (*Sidalcea* spp.), brodiaea (*Brodiaea* spp.), wild hyacinth (*Dichelostemma* spp.), yampah (*Perideridia* spp.) and mariposa lily (*Calochortus* spp.). Annual grassland within the planning area is more common on the west side of Interstate 5. Examples include the open habitat south of the fish hatchery and the grassland south of the North Shore Drive/W.A. Barr Road intersection.

**Barren:** Landscapes generally devoid of vegetation as seen from a high-altitude image source, such as aerial photography, are labeled as barren. This category includes mappable landscape units in which the surface lithology (rock or rock formations) is dominant, such as exposed bedrock, cliffs, or extensive areas of pumice. Two examples of this habitat type in the planning area are the Sousa Quarry and the Black Butte Transfer Station. Barren habitat does not include paved, residential, or commercially developed areas, which are classified as Urban.

**Closed-Cone Pine-Cypress:** Knobcone pine (*Pinus attenuata*) is a closed-cone (cones only open with extreme heat, such as during a forest fire) pine that forms pure and often even-aged dense stands in burned or nutrient-poor areas of low to moderate elevations within the planning area. This habitat type is usually found colonizing chaparral areas that are evolving from early successional (post-fire) landscape to later seral stage forest habitat. Trees such as Douglas-fir (*Pseudotsuga menziesii*), white fir (*Abies concolor*), incense cedar (*Calocedrus decurrens*), and California black oak (*Quercus kelloggii*) occur as subordinate tree species in these stands. A variety of shrubs such as greenleaf manzanita (*Arctostaphylos patula*), tanoak (*Lithocarpus densiflorus* var. *densiflorus*),

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huckleberry oak (*Quercus vaccinifolia*), mountain whitethorn (*Ceanothus cordulatus*) and tobacco brush (*C. velutinus*) also occur in this habitat type. Patches of closed-cone pine-cypress habitat can be found in the planning area on Rainbow Ridge.

Douglas-Fir: Douglas-fir shares canopy dominance with ponderosa pine (*Pinus ponderosa*) at the higher elevations in the planning area. Incense cedar, sugar pine (*Pinus lambertiana*), and white fir may be present as minor elements of the overstory. This habitat type may grade into the Klamath mixed conifer type as the two habitat types are often found adjacent to each other. One small patch of Douglas-fir habitat is found on Rainbow Ridge.

Eastside Pine: The eastside pine habitat type is dominated by ponderosa pine. It occurs in drier forested sites throughout the planning area. Great Basin species commonly occur in the understory, including the following shrubs: bitterbrush (*Purshia tridentata*), manzanita, *Ceanothus* spp., rabbitbrush (*Chrysothamnus* spp.), and creeping snowberry (*Symphoricarpos* spp.). Examples of this habitat type in the planning area are found in the area of North Old Stage Road near the Abram's Lake Drive and northeast of the Highway 89/Interstate 5 intersection.

Jeffery Pine: Jeffrey pine (*Pinus jeffreyi*) is adapted to a variety of dry, nutrient-poor habitats in the North Coast region of northern California. Several other conifers common to the planning area may occur within this habitat type, including Douglas-fir, ponderosa pine, incense cedar, and sugar pine. Two small patches of Jeffery pine habitat occur east of Interstate 5 near the base of Black Butte.

Klamath Mixed Conifer: The Klamath mixed conifer habitat type consists of a diverse mixture of conifer species. Locally, the Klamath mixed conifer type is dominated by Douglas-fir, white fir, incense cedar, sugar pine, and ponderosa pine. Understory shrubs and herbs are usually well developed on moist sites, including huckleberry oak, greenleaf manzanita, and currant (*Ribes* spp.). Many grasses and forbs occur in the understory as well. Klamath mixed conifer is the dominant habitat type found on Rainbow Ridge.

Lacustrine: Lacustrine habitat includes permanent sources of surface water of sufficient size to be mapped. The category includes lakes, streams, and canals of various sizes. These areas are considered to have a minimal vegetation component, except along the edges, which may be mapped as wet meadows or montane riparian. Lake Siskiyou, the sewage treatment plant, and Brown's Lake are the only lacustrine habitat units within the planning area.



Montane Chaparral: Montane chaparral, a mid-elevation mixed-chaparral vegetation type, occurs in the general elevation range of 3,000 to 6,000 feet in widely scattered areas throughout the Klamath Mountains, northern California Coast Ranges, and southern Cascades. A mixture of shrub species such as greenleaf manzanita (an indicator species of this habitat type), mountain whitethorn, tobacco brush (*Ceanothus velutinus*), deerbrush (*Ceanothus integerrimus*), bush chinquapin (*Chrysolepis sempervirens*), and Fremont silktassel (*Garrya fremontii*) may occur in varying combinations. Stand-replacing fires and other forest disturbances encourage the establishment of this habitat type. Depending on past and present environmental and disturbance factors, several species may become locally dominant, such as snowbrush or greenleaf manzanita. Montane chaparral occurs in the eastern half of the planning area in places such as along Spring Hill Drive and in the neighborhood along the east end of McCloud Avenue.

Montane Hardwood: The montane hardwood vegetation type is dominated by hardwood tree species such as black oak. Other hardwood species such as interior live oak (*Quercus wislizenii*) may be part of the mixture, but they are a minority of the composition. Montane hardwood habitat typically has a sparse understory due to the relatively closed canopy, but it may have a number of spring ephemeral wildflowers such as Pacific starflower (*Trientalis latifolia*) and scattered vines and shrubs such as creeping snowberry. Examples of montane hardwood habitat can be found in the planning area in scattered locations on Rainbow Ridge and near Box Canyon downstream of the Box Canyon dam.

Montane Hardwood Conifer: The montane hardwood conifer type is transitional habitat between montane hardwood, montane chaparral, and conifer-dominated vegetative communities. Tree canopy dominance is shared between black oak and common conifers such as Douglas fir, white fir, ponderosa pine, or knobcone pine. The understory is mixed, depending on slope aspect, soil moisture, and adjacent habitat types, but can be dominated by shrubs such as greenleaf manzanita, Pacific dogwood (*Cornus nuttallii*), or California blackberry (*Rubus ursinus*). Examples of montane hardwood conifer habitat in the planning area can be found near the Cantara Loop and on southwest aspect slopes of Rainbow Ridge.

Montane Riparian: Mountain or thinleaf alder (*Alnus incana*) is the dominant shrub or tall tree species in the montane riparian habitat type. This habitat type occurs in large perennial grass and forb meadows where there are stream courses and coarse shallow or gravelly soils. This saturated or seasonally flooded habitat unit is adjacent to lacustrine, riverine, or montane hardwood sites. Inclusions of tree or shrub willows (*Salix* spp.) or bigleaf maple (*Acer macrophyllum*) may occur in this type, with understory shrubs such as Himalayan blackberry (*Rubus concolor*), sedges (*Carex* spp.), rushes (*Juncus* spp.), or

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aquatic grasses and forbs. The only montane riparian habitat unit large enough to map in the planning area is located just south of Brown's Lake.

**Red Fir:** Red fir (*Abies magnifica*) sites occur in nearly pure stands at elevations above about 4,400 feet in the higher montane areas of the Klamath Mountains and northern California Coast Ranges. At lower elevations, red fir mixes with white fir. Understory shrub species in this habitat type include huckleberry oak, bush chinquapin, and creeping snowberry. Moist locations have more mountain maple (*Acer glabrum*) and Pacific dogwood, but shrubs, especially in dense red fir stands, rarely occur in this habitat type. One small stand of red fir habitat occurs on the western-most edge of the planning area at a high elevation on Rainbow Ridge.

**Sierran Mixed Conifer:** White fir forms an important but not dominant part of the overstory canopy in the Sierran mixed conifer habitat type at elevations between about 4,000 and 7,000 feet in the Klamath Mountains and California Cascades. Because this vegetation type consists of a mix of conifer species, the stands grade into other conifer-dominated habitat types, depending on elevation, aspect, and other environmental parameters. Common associates are Douglas-fir, ponderosa pine, sugar pine, and incense cedar. Few if any hardwoods occur, although Canyon live oak (*Quercus chrysolepis*) may be present at the lowest elevations. Mahala mat (*Ceanothus prostratus*) and huckleberry oak are typical shrubs in this habitat type. Sierran mixed conifer vegetation occurs in the planning area on the north aspect slopes of Rainbow Ridge and in the conifer-dominated habitats east of Mount Shasta.

**Urban:** The urban habitat type applies to landscapes that are dominated by urban structures, residential units, or other developed land use elements such as highways, city parks, cemeteries, and the like. In those cases in which the managed landscapes may have a considerable vegetation component, other land use categories may be more appropriate, such as ornamental conifer and hardwood mixtures within city parks.

**Wet Meadow:** Perennially or seasonally wet meadows and grasslands occur on level or gently sloping areas adjacent to perennial streams, seeps, and springs and near lakes or in drained lake beds. These sites are occupied by obligate hydrophytic (water-loving) vegetation such as sedges, rushes, and bulrushes (*Scirpus* spp.) as well as perennial grasses such as bluegrass, brome, fescue, and reedgrass (*Calamagrostis* spp.). These moist sites develop a rich herbaceous layer that includes such species as lily (*Lilium* spp.), false hellebore (*Veratrum* spp.), shooting star (*Dodechatheon* spp.), gentian (*Gentiana* spp.) and lousewort (*Pedicularis* spp.). Meadow edges often abruptly terminate in Klamath mixed conifer, Sierra mixed conifer, annual grassland, or, in the planning area, urban habitat types. Within the planning area, examples of wet meadow occur

south of Wyehkea Way and in the Sisson Meadow Preserve near the public library.

White Fir: Sites dominated by white fir in the conifer overstory and understory occur broadly in the northern California Coast Ranges. Elevations are usually below 7,000 feet. The white fir type usually is found below the red fir and above the mixed conifer-fir forests. Ponderosa pine and red fir are common associates at lower and upper elevations of this type, respectively. Shrubs of the montane chaparral may be present under the forest canopy and in forest openings, including huckleberry oak, greenleaf manzanita, and bitter cherry (*Prunus emarginata*). Shade-tolerant shrubs such as serviceberry (*Amelanchier* spp.), creeping snowberry, and sticky currant (*Ribes viscosissimum*) occur under denser canopy conditions.

In addition to the habitats described above, the following tables (**Table 4.7-1** and **Table 4.7-2**) identify those special status species that are noted in the California Natural Diversity Database (CNDDDB) as having the potential to occur within the planning area. As part of the General Plan Update, each species was evaluated for its potential to occur within the planning area based on whether suitable habitat is present.

In the Open Space/Conservation Element, **General Plan Figure 5-3, Known Special-status Plant Occurrences**, corresponds to the following EIR Table 4.7.1, and General Plan Figure 5-2, **General Plan Figure 5-2, Known Special-status Animal Occurrences**, corresponds to **EIR Table 4.7-2** below.

## 4.7 BIOLOGICAL

**TABLE 4.7-1**  
**SPECIAL-STATUS PLANT SPECIES EVALUATED FOR THE MOUNT SHASTA GENERAL PLAN UPDATE**

Species	Federal/State/ CNPS Status	Potential to Occur/Habitat Description
<i>Arctostaphylos klamathensis</i> Klamath manzanita	--/--/1B	<b>Low. The plan area lacks suitable habitat for this species.</b> Chaparral, lower montane coniferous forests, subalpine coniferous forests and upper montane coniferous forests (rocky, serpentinite) at elevations of from 4,500 to 6,000 feet. Blooms May–July (CNPS, 2005).
<i>Asarum marmoratum</i> Marbled wild-ginger	--/--/2	<b>Moderate. Suitable habitat occurs in the plan area.</b> Lower montane coniferous forests from 600 to 5,400 feet. Blooms April–July (CNPS, 2005).
<i>Botrychium pinnatum</i> Northwestern moonwort	--/--/2	<b>Low. The plan area lacks suitable habitat in the elevational range for this species.</b> Lower montane coniferous forests, meadows, upper montane coniferous forest and creek banks from 5,300 to 6,000 feet (CNPS, 2005).
<i>Calochortus greenei</i> Greene's mariposa	--/--/1B	<b>Low. The plan area lacks suitable habitat for this species.</b> Cismontane woodland, meadows and seeps, pinyon and juniper woodland, and upper montane coniferous forests from 3,000 to 6,000 feet. Blooms June–August (CNPS, 2005).
<i>Campanula wilkinsiana</i> Wilkin's harebell	--/--/1B	<b>Low. The plan area is outside the elevational range and does not contain suitable habitat for this species.</b> Found in subalpine meadows, upper montane and subalpine coniferous forests from 5,000 to 8,530 feet. Blooms July–September (CNPS, 2005).
<i>Castilleja miniata</i> ssp. <i>elata</i> Siskiyou Indian paintbrush	--/--/2	<b>Moderate. Potentially suitable habitat exists in the plan area.</b> Bogs and fens, lower montane coniferous forests (seeps) from 0 to 5,250 feet. Blooms May–August (CNPS, 2005).
<i>Chaenactis douglasii</i> var. <i>alpina</i> Chaenactis	--/--/2	<b>Low. The plan area is outside the elevational range and does not contain suitable habitat for this species.</b> Alpine boulder and rock fields, open, subalpine to alpine gravel and crevices, granitic substrate from 8,100 to 10,000 feet (CNPS, 2005).

**TABLE 4.7-1**  
**SPECIAL-STATUS PLANT SPECIES EVALUATED FOR THE MOUNT SHASTA GENERAL PLAN UPDATE**

Species	Federal/State/ CNPS Status	Potential to Occur/Habitat Description
<i>Chaenactis suffrutescens</i> Shasta chaenactis	--/--/1B	<b>Moderate. Potentially suitable habitat exists in the plan area.</b> Prefers open, rocky or serpentine slopes, in lower or upper montane coniferous forest habitat on STNF from 2,500 to 9,000 feet. Blooms May–September (CNPS, 2005).
<i>Cordylanthus tenuis</i> ssp. <i>pallidus</i> Pallid bird's beak	--/--/1B	<b>High. Numerous records of the plant in and adjacent to the plan area.</b> Commonly found in lower montane coniferous forest, usually on gravel or in volcanic alluvium from 2,000 to 5,000 feet. Blooms July–September (CNPS, 2005).
<i>Draba carnosula</i> Mt. Eddy Draba	--/--/1B	<b>Low. The plan area is outside the elevational range and does not contain suitable habitat for this species.</b> Subalpine coniferous forest, upper montane coniferous forest (serpentinite, rocky) from 6,345 to 9,845 feet. Blooms July–August (CNPS, 2005).
<i>Epilobium oregonum</i> Oregon fireweed	--/--/1B	<b>Moderate. Potentially suitable habitat exists in the plan area.</b> Prefers wet, gently sloping stream banks, meadows, and bogs (ultramafic soils) from 500 to 7,800 feet in the Klamath Range. Blooms June–August (CNPS, 2005).
<i>Eriogonum pyrolifolium</i> var. <i>pyrolifolium</i> Pyrola-leaved buckwheat	--/--/2	<b>Low. The plan area is outside the elevational range and does not contain suitable habitat for this species.</b> Alpine boulder and rock field (sandy or gravelly, pumice) from 5,495 to 10,500 feet. Blooms July–September (CNPS, 2005).
<i>Geum aleppicum</i> Aleppo avens	--/--/2	<b>Moderate. Potentially suitable habitat exists in the plan area.</b> Great Basin scrub, lower montane coniferous forest, meadows and seeps from 1,350–4,500 feet. Blooms June–August (CNPS, 2005).
<i>Hulsea nana</i> Little hulsea	--/--/2	<b>Low. The plan area is outside the elevational range and does not contain suitable habitat for this species.</b> Alpine boulder and rock field, subalpine coniferous forest (rocky or gravelly, volcanic) from 6,295 to 11,010 feet. Blooms July–August (CNPS, 2005).
<i>Ophioglossum pusillum</i> Northern adder's tongue	--/--/2	<b>Moderate. Potentially suitable marsh and swamp habitat is present in the plan area.</b> Marshes and swamp margins, valley foothill grassland at 3,000 to 6,000 feet. Blooms July (CNPS, 2005).

## 4.7 BIOLOGICAL

**TABLE 4.7-1  
SPECIAL-STATUS PLANT SPECIES EVALUATED FOR THE MOUNT SHASTA GENERAL PLAN UPDATE**

Species	Federal/State/ CNPS Status	Potential to Occur/Habitat Description
<i>Penstemon filliformis</i> Thread-leaved penstemon	--/--/1B	<b>Moderate. Potentially suitable habitat exists in the plan area.</b>  Cismontane woodland, lower montane coniferous forests (rocky) from 1,700 to 6,000 feet. Blooms June–July (CNPS, 2005).
<i>Phacelia cookei</i> Cooke’s phacelia	--/--/1B	<b>Low. The plan area is outside the known geographic range for this species.</b>  Prefers loose ashy soils on north slopes from 4,100 to 5,000 feet. Known populations are located north of Mount Shasta near Highway 97. Blooms June–July (CNPS, 2005).
<i>Phacelia dalesiana</i> Trinity (Scott Mountain) phacelia	--/--/--	<b>Moderate. Potentially suitable habitat exists in the plan area.</b>  Lower montane coniferous forests, meadows and seeps, subalpine coniferous forest and upper montane coniferous forests from 3,000 feet to 6,000 feet. Blooms May–July (CNPS, 2005).
<i>Potentilla cristae</i> Crested potentilla	--/--/1B	<b>Low. The plan area is outside the known elevational range and does not contain suitable habitat for this species.</b>  Alpine boulder and rock fields, subalpine coniferous forest (seasonally mesic) and serpentinite seeps between 5,400 to 6,600 feet. Blooms August–September (CNPS, 2005).
<i>Raillardella pringlei</i> Showy raillardella	--/--/1B	<b>Moderate. Suitable habitat is present and the species is known to occur within 5 miles of the plan area.</b>  Bogs, fens, meadows and seeps and upper montane coniferous forests (mesic, serpentinite) from 3,600 to 7,000 feet elevation. Blooms July– September (CNPS, 2005).
<i>Scutellaria galericulata</i> Marsh skullcap	--/--/2	<b>Moderate. Potentially suitable habitat exists in the plan area.</b>  Lower montane coniferous forests, meadows and seeps (mesic) and marshes and swamps from 0 to 6,000 feet. Blooms June–September (CNPS, 2005).
<i>Silene suksdorfii</i> Cascade alpine campion	--/--/2	<b>Low. The plan area is outside the elevational range and does not contain suitable habitat for this species.</b>  Alpine boulder and rock field, subalpine coniferous forest, upper montane coniferous forest (volcanic, rocky) from 7,720 to 10,205 feet. Blooms July–September (CNPS, 2005).

**TABLE 4.7-1**  
**SPECIAL-STATUS PLANT SPECIES EVALUATED FOR THE MOUNT SHASTA GENERAL PLAN UPDATE**

Species	Federal/State/ CNPS Status	Potential to Occur/Habitat Description
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**NOTES:**

FED = Federal

ST = State

Federal & State Codes:

E = Endangered; T = Threatened;

R = Rare; SC = Species of Concern

CNPS = California Native Plant Society

CNPS Codes:

List 1B = Rare, Threatened or Endangered in CA and Elsewhere;

List 2 = Rare, Threatened or Endangered in CA, but more common elsewhere;

List 3 = More information is needed – a review list

Low Potential – suitable habitat absent and/or outside known range for species

Moderate Potential – suitable habitat present, known to occur in Siskiyou County

High Potential – suitable habitat, known occurrences within 5-mile radius

**TABLE 4.7-2**  
**SPECIAL-STATUS WILDLIFE SPECIES EVALUATED FOR THE MOUNT SHASTA GENERAL PLAN UPDATE**

Species	Federal/State Status <sup>a</sup>	Potential to Occur <sup>b</sup> /Species Distribution/Habitat Notes
<b>Invertebrates</b>		
<i>Branchinecta conservatio</i> Conservancy fairy shrimp Critical habitat	E/--	<b>None. The plan area does not support suitable vernal pool habitat and is outside of the known range of the species.</b> Occurs in seasonally inundated (vernal) pool habitat, typically with an impermeable subsoil layer that restricts water percolation into the soil.
<i>Pacifastacus fortis</i> Shasta crayfish	E/E	<b>None. The plan area is outside of the known range of the species.</b> Distribution is limited to the mid sections of the Pit River drainage, especially in the Fall River and Hat Creek subdrainages in Shasta County (USFWS, 1998).
<b>Fish</b>		
<i>Cottus asperimus</i> Rough sculpin	--/T, CA	<b>None. The plan area is outside of the known range of the species.</b> Occurs only in the Pit River drainage, particularly in Hat Creek and the Fall River and its tributaries (CDFG, 2000).

## 4.7 BIOLOGICAL

**TABLE 4.7-2  
SPECIAL-STATUS WILDLIFE SPECIES EVALUATED FOR THE MOUNT SHASTA GENERAL PLAN UPDATE**

Species	Federal/State Status <sup>a</sup>	Potential to Occur <sup>b</sup> /Species Distribution/Habitat Notes
<i>Chasmistes brevirostris</i> Shortnose sucker	E/E, CA	<b>None. The plan area is outside of the known range of the species.</b> In Siskiyou County, occurs only in the Klamath and Lost rivers and Lower Klamath National Wildlife Refuges.
<i>Deltistes luxatus</i> Lost River sucker	E/E, CA	<b>None. The plan area is outside of the known range of the species.</b> In Siskiyou County, occurs only in the Klamath and Lost rivers and Lower Klamath National Wildlife Refuges.
<i>Hypomesus transpacificus</i> Delta smelt	T/T	<b>None. The plan area is outside of the known range of the species.</b> Occurs in warm, brackish freshwater in the Sacramento-San Joaquin estuary. In the Sacramento River, the species has been found as far upstream as the mouth of the American River (CDFG, 2005a).
<i>Lampetra ayresii</i> River lamprey	--/CSC	<b>None. Keswick Dam blocks the upstream passage of the river lamprey into the Upper Sacramento River watershed.</b> This moderately anadromous species is known in the lower Sacramento and San Joaquin river systems. Keswick Dam, located near Redding, California, prevents upstream migration into the Upper Sacramento River watershed.
<i>Lavinia symmetricus mitrulus</i> Pit roach	--/CSC	<b>None. The plan area is outside of the known range of the species.</b> One of seven subspecies of the California Roach, the Pit roach occurs in the upper Pit River and tributaries, and tributaries to Goose Lake in Modoc County (CDFG, 1995).
<i>Oncorhynchus kisutch</i> Southern Oregon/Northern California ESU coho salmon  Critical habitat	T/CSC	<b>None. The plan area is outside of the known range of this species.</b> In Siskiyou County, occurs in the Klamath River and its tributaries below fish passage barriers (such as the Iron Gate Dam on Klamath River and Dwinnel Dam on the Shasta River). Does not occur in the Sacramento River drainage. Critical habitat includes all accessible rivers between the Mattole River, California, and the Elk River, Oregon (50 CFR Part 226).



**TABLE 4.7-2**  
**SPECIAL-STATUS WILDLIFE SPECIES EVALUATED FOR THE MOUNT SHASTA GENERAL PLAN UPDATE**

<b>Species</b>	<b>Federal/State Status<sup>a</sup></b>	<b>Potential to Occur<sup>b</sup>/Species Distribution/Habitat Notes</b>
<i>Oncorhynchus mykiss</i> Central Valley ESU steelhead	T/--	<b>None. The plan area is outside of the known range of the species.</b> Requires gravel and cobble substrates, riffle/pool complexes, large woody debris, and shaded riparian areas for spawning. Keswick Dam, located near Redding, California, prevents upstream migration into the Upper Sacramento River watershed.
<i>Oncorhynchus mykiss</i> Klamath Mts. Province ESU steelhead	--/CSC	<b>None. The plan area is outside of the known range of this species.</b> In Siskiyou County, occurs in the Klamath River and its tributaries below fish passage barriers (such as the Iron Gate Dam on Klamath River and Dwinnel Dam on Shasta River). Does not occur in the Sacramento River drainage.
<i>Oncorhynchus mykiss ssp.</i> McCloud River redband trout	--/CSC	<b>Low. The plan area is outside of the known range of this species.</b> Inhabits perennial and intermittent streams in the McCloud River system above Middle Falls (Moyle, 1995; Moyle, 2002). Only known populations are isolated. Found in the McCloud River and in Sheepheaven, Moosehead, Tate, and Trout creeks (tributaries to the McCloud River).
<i>Oncorhynchus tshawytscha</i> Central Valley spring-run ESU Chinook salmon	T/T	<b>None. The plan area is outside of the known range of this species.</b> Requires gravel and cobble substrates, riffle/pool complexes, large woody debris, and shaded riparian areas for spawning. Keswick Dam, located near Redding, California, prevents upstream migration into the Upper Sacramento River watershed.
<i>Oncorhynchus tshawytscha</i> Sacramento River winter-run ESU Chinook salmon	E/E	<b>None. The plan area is outside of the known range of this species.</b> Requires gravel and cobble substrates, riffle/pool complexes, large woody debris, and shaded riparian areas for spawning. Keswick Dam, located near Redding, California, prevents upstream migration into the Upper Sacramento River watershed.

## 4.7 BIOLOGICAL

**TABLE 4.7-2  
SPECIAL-STATUS WILDLIFE SPECIES EVALUATED FOR THE MOUNT SHASTA GENERAL PLAN UPDATE**

Species	Federal/State Status <sup>a</sup>	Potential to Occur <sup>b</sup> /Species Distribution/Habitat Notes
<i>Oncorhynchus tshawytscha</i> Central Valley fall/late fall-run ESU Chinook salmon	--/CSC	<b>None. The plan area is outside of the known range of this species.</b> Requires gravel and cobble substrates, riffle/pool complexes, large woody debris, and shaded riparian areas for spawning. Keswick Dam, located near Redding, California, prevents upstream migration into the Upper Sacramento River watershed.
<i>Pogonichthys macrolepidotus</i> Sacramento splittail	--/CSC	<b>Low. The plan area is outside of the known range of this species.</b> Historically known to migrate upstream into the Upper Sacramento River and its tributaries to spawn. Currently found in the Sacramento River as far north as southern Tehama County (USFWS, 2005).
<i>Spirinchus thaleichthys</i> Longfin smelt	--/CSC	<b>None. The plan area is outside of the known range of this species.</b> In California, found in brackish waters of coastal streams and the Sacramento–San Joaquin estuary. Migrates to fresh water streams close to the ocean to spawn (CDFG, 2005b).
<b>Amphibians</b>		
<i>Hydromantes shastae</i> Shasta salamander	--/T	<b>Low. The plan area is outside the known range of this species.</b> This species is common in limestone areas in valley-foothill hardwood-conifer, ponderosa pine, and mixed conifer habitats (CDFG, 1988). Occurs near Shasta Lake in Shasta County.
<i>Plethodon elongatus</i> Del Norte salamander	--/CSC	<b>Low. The plan area is outside the known range of this species.</b> Found in far northwestern California and southwest Oregon. Strongly associated with moist talus in humid shaded and closed-canopy coastal forests of mixed hardwoods and conifers (California Herps, 2003). Known range is northwestern California in Del Norte and Humboldt counties and in western Siskiyou County.

**TABLE 4.7-2**  
**SPECIAL-STATUS WILDLIFE SPECIES EVALUATED FOR THE MOUNT SHASTA GENERAL PLAN UPDATE**

Species	Federal/State Status <sup>a</sup>	Potential to Occur <sup>b</sup> /Species Distribution/Habitat Notes
<i>Rana aurora draytonii</i> California red-legged frog	T/CSC	<b>Low. The plan area is outside the known range of this species.</b> Dense riparian or fresh emergent vegetation with slow-moving perennial waters. Northernmost known populations occur in northern Tehama County, California. Siskiyou County is outside of the historic or current range of the species (50 CFR Part 17 14626).
<i>Rana boylei</i> Foothill yellow-legged frog	--/CSC	<b>Moderate. Potentially suitable habitat is present in the clear perennial freshwater habitats.</b> Frequents shallow, slow, gravelly streams and rivers with sunny banks in forests, chaparral, and woodlands from sea level to 6,700 ft. Occurs west of the Cascades in Oregon and in the Coastal Ranges in California (California Herps, 2003).
<i>Rana cascadae</i> Cascades frog	--/CSC	<b>Moderate. The plan area is within the range of this species and has suitable habitat.</b> Requires montane aquatic habitats (lakes, ponds, small streams) in open coniferous forests at elevations between 750 and 7,500 feet (CDFG, 1988). Fragmented populations occur from extreme north central California to northern Washington along the Cascades mountain range (California Herps, 2003). The plan area is within but near the southern limit of the species' range.
<b>Reptiles</b>		
<i>Clemmys marmorata marmorata</i> Northwestern pond turtle	--/CSC	<b>High. The plan area is within the range of this species and has suitable habitat.</b> Associated with permanent or nearly permanent water habitats such as wetlands, ponds, marshes, lakes, streams, irrigation ditches and vernal pools to 6,000 feet in elevation (CDFG, 1988). Prefers aquatic habitats that usually have adequate vegetative cover. Breeding usually occurs in April and May.
<i>Phrynosoma coronatum frontale</i> California horned lizard	--/CSC	<b>Low. The plan area is outside of the known range of this species.</b> Frequents a wide variety of open habitats; most common in lowlands along sandy washes with scattered low bushes from the central Sacramento Valley south to southwestern California (California Herps, 2003).

## 4.7 BIOLOGICAL

**TABLE 4.7-2**  
**SPECIAL-STATUS WILDLIFE SPECIES EVALUATED FOR THE MOUNT SHASTA GENERAL PLAN UPDATE**

Species	Federal/State Status <sup>a</sup>	Potential to Occur <sup>b</sup> /Species Distribution/Habitat Notes
<b>Birds</b>		
<i>Accipiter gentilis</i> Northern goshawk	--/CSC	<b>High. The plan area supports suitable habitat and is within the range of the species.</b> Prefers habitat in mature coniferous forest with open understory. Nesting usually occurs in densest part of stand within 0.25 mile of streams with riparian habitat (CDFG, 1990a). The CNDDDB notes six records within 6 miles of the plan area.
<i>Agelaius tricolor</i> Tricolored blackbird	--/CSC	<b>Moderate. The plan area supports suitable habitat and is within the range of the species.</b> Colonial nester in large populations, breeds near fresh water, preferably in emergent wetland with tall dense cattails, but also in thickets of willow, blackberry, wild rose, and tall herbs (CDFG, 1990a). Summer resident in the Shasta Valley and Tule Lake area. (MSAAS, 1999)
<i>Athene cunicularia</i> Burrowing owl	--/CSC	<b>Low. No suitable nesting or foraging habitat occurs in the plan area.</b> A rare resident of open grassland habitats found in northeastern Siskiyou County (CDFG, 1990a). Nests in ground-dwelling mammal burrows (e.g., ground squirrel).
<i>Chaetura vauxi</i> Vaux's swift	--/CSC	<b>Low. The plan area lacks suitable habitat for this species.</b> Prefers redwood and Douglas-fir habitats with nest sites in large hollow trees and snags, especially tall, burned-out stubs. Nests are typically built on the vertical inner wall of a large, hollow tree or snag. Forages on insects over (often high above) most habitats. Summer resident of northern California (CDFG, 1990a).
<i>Coccyzus americanus occidentalis</i> Western yellow-billed cuckoo	C/E	<b>Moderate. Although the plan area is outside the known range of this species, suitable habitat does exist.</b> Requires mature riparian habitat with multi-layered canopy. Isolated populations found along the Sacramento River from central Tehama County south and along the Klamath River. Nineteen recorded sightings in the western half of Siskiyou County (CalPIF, 2005) but no recent (post-1970) records of breeding.

**TABLE 4.7-2**  
**SPECIAL-STATUS WILDLIFE SPECIES EVALUATED FOR THE MOUNT SHASTA GENERAL PLAN UPDATE**

Species	Federal/State Status <sup>a</sup>	Potential to Occur <sup>b</sup> /Species Distribution/Habitat Notes
<i>Cypseloides niger</i> Black swift	--/CSC	<b>Low. The plan area lacks suitable habitat for this species.</b> Breeds in isolated areas in the Sierra Nevada and Cascade ranges, usually in moist cliff sites behind waterfalls. Forages on insects, high over most habitat types. (CDFG, 1990a)
<i>Dendroica petechia</i> Yellow warbler	--/CSC	<b>High. The plan area supports suitable nesting and foraging habitat for this species.</b> Occurs as a summer resident in northern California. Nests in dense riparian deciduous habitats with cottonwoods, willows, alders, and other small trees and shrubs.
<i>Empidonax traillii</i> Willow flycatcher	--/E	<b>Moderate. The plan area supports patches of suitable willow flycatcher nesting habitat.</b> Inhabits extensive thickets of low, dense willows in or near open water (CDFG 1990a). The nearest current records of nesting are along Pig Creek and Squaw Valley Creek south of McCloud (CNDDDB, 2005).
<i>Falco peregrinus anatum</i> American peregrine falcon	D/E, CA	<b>Low. The plan area lacks suitable habitat for this species.</b> Very uncommon Siskiyou County breeding resident and uncommon as a migrant. Prefers cliffs and ledges for cover and usually breeds and feeds near water. (CDFG, 1990a)
<i>Grus canadensis tabida</i> Greater sandhill crane	--/T, CA	<b>Moderate. Suitable nesting habitat is present within the plan area.</b> Nests and forages in open short grass plains and open wet meadow habitat. Known to breed in the Shasta Valley and Tule Lake regions of Siskiyou County.
<i>Haliaeetus leucocephalus</i> Bald eagle	T/E, CA	<b>High. Suitable open water and nesting habitat for this species is present within the plan area.</b> Nests and forages in proximity to lakes and large rivers. Preys on fish, waterfowl and other birds, small mammals, and carrion (CDFG, 1990a). Commonly observed over Lake Siskiyou.

## 4.7 BIOLOGICAL

**TABLE 4.7-2**  
**SPECIAL-STATUS WILDLIFE SPECIES EVALUATED FOR THE MOUNT SHASTA GENERAL PLAN UPDATE**

Species	Federal/State Status <sup>a</sup>	Potential to Occur <sup>b</sup> /Species Distribution/Habitat Notes
<i>Numenius americanus</i> Long-billed curlew	--/CSC	<b>Low. The plan area provides marginally suitable foraging or nesting habitat, but is outside of the known range of this species.</b> Fairly common ground nester in wet meadow habitat in the Klamath Basin (MSAAS, 1999); forages by drilling into soft mud for invertebrates (CDFG, 1990a).
<i>Pandion haliaetus</i> (nesting) Osprey	--/CSC	<b>High. Active nest sites located within the plan area.</b> Nests at the top of large snags, cliffs, or human-made structures. Preys mostly on fish and also takes a few mammals, birds, reptiles, amphibians, and invertebrates (CDFG, 1990a).
<i>Strix occidentalis caurina</i> Northern spotted owl Critical Habitat	T/--	<b>Low. The plan area lacks suitable nesting and foraging habitat for this species.</b> Prefers multiple-story canopy dominated by mature trees with cavities or broken tops (CDFG, 1990a). Suitable habitat exists in the surrounding area, with the closest documented nest sight more than 5 miles from the plan area (CDFG, 2005c). The plan area is not within designated critical habitat.
<b>Mammals</b>		
<i>Corynorhinus (=Plecotus) townsendii pallescens</i> Pale Townsend's big-eared bat	--/CSC	<b>Moderate. The plan area provides suitable bat roosting habitat.</b> Ranges from southwestern Canada to Mexico (Bat Conservation International, 2004). Roosts in caves, mines, tunnels, and buildings. Foraging patterns are uncertain, but known to catch insects in flight or glean them from foliage (CDFG, 1990b).
<i>Euderma maculatum</i> Spotted bat	--/CSC	<b>Low. The plan area is outside of the known range of this species.</b> Solitary forager and breeder, but may hibernate in small clusters. This bat flies rapidly and roosts in bare rocks, buildings, and cliffs as well grasslands, shrublands, and woodland-conifer habitats (CDFG, 1990b). Occurs in the foothills, mountains, and desert regions of southeastern California.

**TABLE 4.7-2**  
**SPECIAL-STATUS WILDLIFE SPECIES EVALUATED FOR THE MOUNT SHASTA GENERAL PLAN UPDATE**

Species	Federal/State Status <sup>a</sup>	Potential to Occur <sup>b</sup> /Species Distribution/Habitat Notes
<i>Gulo gulo luteus</i> California wolverine	--/T, CA	<b>Low. No suitable habitat occurs in the plan area for this species.</b> Widely scattered and rare sightings in the north Coast Ranges and the Sierra Nevada. Inhabits a wide variety of high-elevation habitats, preferring old-growth forests or mixed stands of old growth and mature trees. May use riparian corridors for movement. A secretive species that is shy of human contact (CDFG, 1990b).
<i>Martes pennanti</i> Fisher	C/CSC	<b>Moderate. Suitable habitat present in forests surrounding the plan area.</b> Forages in old-growth forests or mixed stands of old-growth and mature trees. May use riparian corridors for movement (CDFG, 1990b). Eleven documented sightings within 6 miles of plan area since 1980 (CNDDDB, 2005).
<i>Myotis ciliolabrum</i> Small-footed myotis bat	--/CSC	<b>Low. The plan area is outside of the known range of the species.</b> Found primarily in the arid upland habitats in the foothills of the Sierra Nevada and southwestern California. Roosts in cliff-face crevices, erosion cavities, and beneath rocks on the ground (CDFG, 1990b).
<i>Vulpes vulpes necator</i> Sierra Nevada red fox	--/T	<b>Low. The plan area lacks suitable foraging and denning habitat for the species.</b> Inhabits a variety of habitats from wet meadows to forested areas in the Cascades and Sierra Nevada. One documented sighting of this species occurred 4.5 miles east of the plan area in 1990. Only two other documented sightings in Siskiyou County from 1934 and 1973 (CNDDDB, 2005).

**Definitions:**

<sup>a</sup> C = Candidate D = Delisted E = Endangered T = Threatened CSC = California Species of Special Concern CA = California Fully Protected (Source: CDFG, 2006)

<sup>b</sup> No Potential – physical barrier or obstacle that eliminates the potential for the species to occur.

Low Potential – suitable habitat absent and/or outside known range of species

Moderate Potential – suitable habitat present, known to occur in Siskiyou County

High Potential – suitable habitat, known occurrences within 5-mile radius

## 4.7 BIOLOGICAL

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Due to soil types and the pattern of runoff from the highlands north and east of the City toward and onto the valley floor, both perennial and seasonal wetlands occur in the planning area. Seasonal wetlands are typically dry by mid-summer. Also, many wetlands have been greatly altered by development activities and no longer look like typical wetlands. These sites may still exhibit all three wetland parameters (vegetation, soils and hydrology). All three parameters must be present at some point during the growing season for the habitat to be classified as a wetland.

As referenced in the General Plan, a wetlands study concerning the planning area was prepared for the City of Mt. Shasta in September 1990 by Karen Theiss & Associates. The wetland mapping was based on field investigations, aerial photograph interpretation, review of existing literature (e.g., U.S. Soil Conservation Service soil survey), and agency consultation. This study was intended to map prospective wetlands at a “planning level” of detail and not at a “project level” of detail. The resulting maps were not verified by the U.S. Army Corps of Engineers. For these and other reasons, the boundaries of wetlands depicted on the maps that resulted from the study are only be considered as preliminary areas identified as having wetland potential. In the Open Space/Conservation Element, **General Plan Figure 5-4, Potential Wetland Areas**, provides a general depiction of the findings of that study. That figure is included to generally illustrate the extent of sites in the planning area that may be classified as wetlands.

### 4.7.2 REGULATORY FRAMEWORK

#### UNITED STATES FISH & WILDLIFE SERVICE/NATIONAL MARINE FISHERIES SERVICE

Federally listed species are fully protected under the mandates of the Federal Endangered Species Act (FESA). “Take of listed species incidental to otherwise lawful activity may be authorized by either the USFWS or the National Marine Fisheries Service (NMFS), depending on the species.

#### UNITED STATES ARMY CORPS OF ENGINEERS

Permits under Section 404 of the Clean Water Act and/or Section 10 of the Rivers and Harbors Act, as amended, are required for the placement of dredge or fill materials into all waters of the United States, including wetlands and “other waters.” Projects are permitted under either individual or general (e.g., nationwide) permits. Specific applicability of permit type is determined by the Army Corps of Engineers on a case-by-case basis.

#### CALIFORNIA DEPARTMENT OF FISH & GAME

Any entity proposing an activity that will substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake designated by the California Department of Fish & Game, must receive a discretionary



Stream Alteration Agreement permit. As a general rule, this requirement applies to any work undertaken within the 100-year floodplain of a stream or river containing fish or wildlife resources. Construction activities within the channels of the intermittent creeks may be subject to the jurisdiction of the Department pursuant to Section 1601 of the Fish and Game Code.

#### CALIFORNIA ENDANGERED SPECIES ACT

Under the California Endangered Species Act (CESA), the California Department of Fish and Game (CDFG) has the responsibility for maintaining a list of threatened species and endangered species (California Fish & Game Code 2070). The CDFG also maintains a list of "candidate species" which are species that the CDFG formally noticed as being under review for addition to the list of endangered species or threatened species. The CDFG also maintains a list of "species of special concern" which serves as "watch lists." Pursuant to the requirements of CESA, an agency reviewing a proposed project within its jurisdiction must determine whether any state-listed endangered or threatened species may be present in the project area and determine whether the proposed project will have a potentially significant impact on such species. Project-related impacts to species on the CESA endangered or threatened list would be considered significant and would require avoidance. State-listed species are fully protected under the mandates of the CESA. "Take" of protected species incidental to otherwise lawful management activities may be authorized under Section 2081 of the Fish and Game Code of California.

#### NATIVE PLANT PROTECTION

The Native plant Protection Act (California Fish and Game Code Sec. 1900-1913) prohibits the taking, possessing, or sale within the state of any rare, threatened, or endangered plants as defined by the CDFG.

#### BIRDS OF PREY

Under Section 303.5 of the California Fish and Game Code it is unlawful to take, possess, or destroy any birds in the orders of Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.

#### CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD

The California Regional Water Quality Control Board (CRWQCB), is responsible for enforcing water quality criteria and protecting water resources in the project area. The CRWQCB is responsible for controlling discharges to surface waters of the state by issuing waste discharge requirement (WDRs), or commonly by issuing conditional waivers to WDRs.

## 4.7 BIOLOGICAL

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### 4.7.3 STANDARDS OF SIGNIFICANCE

Based on Appendix G of the CEQA Guidelines, a project may have significant impacts related to biological resources if it does any of the following:

- 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 Game or U.S. Fish and Wildlife Service.
- 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 Game or U.S. Fish and Wildlife Service.
- Have a substantial adverse effect on federally protected wetlands, as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal wetlands, etc.), through direct removal, filling, hydrological interruption or other means.
- 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.
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan.

### 4.7.4 METHODOLOGY

The following analysis evaluates the potential impacts of the proposed project, which is revision of the City of Mt. Shasta's General Plan and adoption of related implementation provisions. The proposed revisions to the General Plan concerning biological resources are primarily contained in the Open Space/Conservation Element.

### 4.7.5 IMPACT ANALYSIS AND MITIGATION MEASURES

**Impact 4.7.1:** The project could have a substantial adverse effect on species identified as candidate, sensitive, or special status in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. This impact is considered *less than significant*. [LS]

The City's General Plan policies concerning biological resources are primarily contained in the Open Space/Conservation Element. Goal OC-1, which intends to conserve lands that support important fisheries, wildlife and botanical habitat, has been carried forward from the 1993 General Plan. The proposed revisions expand upon the existing policies and implementation measures to clarify certain review issues. No revisions are proposed that would weaken existing provisions or result in additional impacts. The General Plan revisions would add **General Plan Figure 5-2, Known Special-Status Animal Occurrences**, and **Figure 5-3, Known Special-Status Plant Occurrences**, to the General Plan. Although certain special status species are known to occur in the vicinity of the project, no species have been identified and mapped to the extent that specific areas have been set aside with open space land use designations for conservation purposes. In review of proposed projects, the City's CEQA review process will continue to address the need to determine if candidate, sensitive, and special status species are present on a proposed project site and could be impacted. When warranted, the California Department of Fish and Game and/or the U.S. Fish and Wildlife Service are consulted to assist with confirming if such species are present on a proposed project site and to propose related mitigation measures. This impact is considered *less than significant*.

**Impact 4.7.2:** The project 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. This impact is considered *less than significant*. [LS]

Goal OC-2, which intends to protect riparian habitat along streams in the planning area, has been carried forward from the 1993 General Plan. The 1993 General Plan also includes policies and implementation measures that address protection of riparian habitat. The proposed revision does not lessen these provisions and, in fact, expands upon them [e.g., Implementation Measure OC-2.1(a)]. The proposed revision does not significantly change any land use designations that would result in greater impact to riparian habitat or any other sensitive natural community.

**Impact 4.7.3:** The project could have a substantial adverse effect on federally protected wetlands, as defined by Section 404 of the Clean Water Act, through direct removal, filling, hydrological interruption or other means. This impact is considered *less than significant*. [LS]

The City's General Plan Open Space/Conservation Element contains policies concerning biological resources including wetlands. The 1993 General Plan already established the goal (Goal OC-3) to conserve wetland areas, and contained related Policy OC-3.1, which calls upon the City to work to satisfy state and national wetlands policy. The proposed revision expands upon the goals, policies and implementation measures of the 1993 General Plan by clarifying that wetlands are included in the list of

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biological resources subject to related conservation measures and special consideration in the planning process. The revision also updates and includes information and expanded implementation measures concerning wetlands and the various permit requirements, including those regulated by the U.S. Army Corps of Engineers (e.g., OC-3.2(a) and (c)). In conclusion, the current project (i.e., revision of the General Plan) will not have a substantial adverse effect on federally protected wetlands and will, in fact, be more helpful than the 1993 General Plan in facilitating the protection of such wetlands. This impact is considered *less than significant*.

**Impact 4.7.4:** The project could interfere substantially 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. This impact is considered *less than significant*. [LS]

The proposed General Plan revisions would add **Figure 5-2, Known Special-Status Animal Occurrences**, to the Open Space/Conservation Element. Concerning deer habitat, this figure recognizes a “fawning ground” at the far eastern end of the planning area and “critical wintering range” at the far southern end of the planning area. Although both of these areas are outside the city limits and the City’s land use authority, the City’s General Plan proposes to continue the land use designations from the 1993 General Plan, which are primarily Rural Residential and Resource land use. The General Plan also acknowledges that studies are underway and more information may be forthcoming from the California Department of Fish and Game to identify deer migration corridors in the planning area. No provisions of the proposed action (i.e., revision of the General Plan and related implementation provisions) will substantially interfere with the movement of native resident or migratory species or impede the use of native wildlife nursery sites. This impact is considered *less than significant*.

**Impact 4.7.5:** Implementation of the project could conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. This impact is considered *less than significant*. [LS]

The City’s General Plan Open Space/Conservation Element contains the City’s policies for the protection of biological resources. No provisions are proposed in the revision of the General Plan, nor are there any substantial proposed changes in land use designations, that would conflict with policies or ordinances that protect biological resources. Rather, the proposed revisions will support the adoption of such provisions, such as expansion of the implementation measures to support development of a grading ordinance (OC-2.1(a)).

**Impact 4.7.6:** The project could conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. This impact is considered to have ***no impact.*** [N]

There are no adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional or state habitat conservation plans that are relevant in this context.

### CUMULATIVE IMPACTS

No cumulative impacts associated with biological resources have been identified.

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## **4.8 AIR QUALITY**

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### 4.8.1 ENVIRONMENTAL SETTING

The following environmental issues are considered in terms of the related potential impacts that could result from the proposed revision of the Mt. Shasta General Plan.

The project is located in Siskiyou County, the topography of which is characterized by predominantly hilly and mountainous terrain interspersed with high-elevation valleys. The City of Mt. Shasta is located within a small valley surrounded by hills and mountains. The climate in the Mt. Shasta area is characterized by warm, dry summers and cold, wet winters. Snowfall is common during the winter months, while an occasional thunderstorm may occur during the summer.

Available data concerning air quality in the Mt. Shasta area is limited. The nearest air quality monitoring station is along North Old Stage Road west of the City of Mt. Shasta, and this station monitors only particulate matter less than 10 microns in diameter (PM<sub>10</sub>). Another monitoring station, on Foothill Drive in Yreka, is the only station in the County that monitors levels for ozone. **Table 4.8-1** shows air quality data from the Mt. Shasta station for PM<sub>10</sub> and the Yreka station for ozone over the past three years. The data appear to indicate that air quality in Siskiyou County is generally good.

**TABLE 4.8-1  
AIR QUALITY DATA**

Year	Highest Measurement		Days Exceeded Ambient Standard			
	Ozone (ppm)	PM <sub>10</sub> (ug/m <sup>3</sup> )	Fed. Ozone	State Ozone	Fed. PM <sub>10</sub>	State PM <sub>10</sub> *
2002	0.087	52.3	0	0	0	0
2003	0.089	31.9	0	0	0	0
2004	0.068	21.4	0	0	0	0

\* Calculated. (Source: California Air Resources Board,)

PM<sub>10</sub> is small particulate matter 10 microns or less in diameter. It includes dust, soot and chemical droplets. PM<sub>10</sub> is directly emitted into the atmosphere as a by-product of fuel combustion (including burning), abrasion or through wind erosion, unpaved roads and construction activity. In recent years, emissions of PM<sub>10</sub> have largely been linked to wildfires occurring in the region. Inhalation of PM<sub>10</sub> can cause persistent coughing, phlegm, wheezing and other physical discomfort. Long-term exposure may increase the rate of respiratory and cardiovascular illness.

Air quality is subject to both federal and state regulations (see **Table 4.8-2, Federal and State Ambient Air Quality Standards**). The Federal Clean Air Act requires the Environmental Protection Agency (EPA) to establish ambient air quality standards for six criteria air pollutants: ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, lead

## 4.8 AIR QUALITY

and PM<sub>10</sub>. Areas that exceed a standard for a pollutant are classified as being in "nonattainment" for that pollutant and must prepare a plan to reach attainment. Siskiyou County is currently in attainment of all federal standards for ambient air quality.

The California Clean Air Act also sets ambient air quality standards. The state standards are more stringent than the federal standards, and they include other pollutants as well as those regulated by federal standards. Siskiyou County is currently in attainment of state PM<sub>10</sub> standards.

**TABLE 4.8-2  
FEDERAL AND STATE AMBIENT AIR QUALITY STANDARDS**

Pollutant	Averaging Time	Federal Primary <sup>a</sup>	Federal Secondary <sup>a</sup>	California <sup>b</sup>
Ozone	1 Hour	0.12 ppm	0.12 ppm	0.09 ppm
Carbon Monoxide	8 Hour	9.0 ppm	--	9.0 ppm
	1 Hour	35.0 ppm	--	20.0 ppm
Nitrogen Dioxide	Annual	0.053 ppm	0.053 ppm	--
	1 Hour	--	--	0.25 ppm
Sulfur Dioxide	Annual	0.03 ppm	--	--
	24 Hour	0.14 ppm	--	0.04 ppm
	3 hour	--	0.5 ppm	--
	1 hour	--	--	0.25 ppm
Fine Particulate Matter (PM-10)	Annual <sup>c</sup>	50 ug/m <sup>3</sup>	50 ug/m <sup>3</sup>	20 ug/m <sup>3</sup>
	24 Hour	150 ug/m <sup>3</sup>	150 ug/m <sup>3</sup>	50 ug/m <sup>3</sup>
Sulfates	24 Hour	--	--	25 ug/m <sup>3</sup>
Lead	30 Day	--	--	1.5 ug/m <sup>3</sup>
	Calendar Qtr	1.5 ug/m <sup>3</sup>	1.5 ug/m <sup>3</sup>	--
Hydrogen Sulfide	1 Hour	--	--	0.03 ppm
Vinyl Chloride	24 Hour	--	--	0.01 ppm
Visibility-Reducing Particles	8 Hour (10 am - 6 pm PST)	--	--	(d)

<sup>a</sup> California standards for O<sub>3</sub>, CO (except Lake Tahoe), sulfur dioxide (1- and 24-hour), nitrogen dioxide, PM (PM<sub>10</sub> and PM<sub>2.5</sub>), and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded.

<sup>b</sup> National standards (other than O<sub>3</sub>, PM, and those based on annual averages or annual arithmetic means) are not to be exceeded more than once a year. The O<sub>3</sub> standard is attained when the fourth highest 8-hour concentration in a year, averaged over 3 years, is equal to or less than the standard. For PM<sub>10</sub>, the 24-hour standard is attained when the expected number



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of days per calendar year with a 24-hour average concentration above  $150 \mu\text{g}/\text{m}^3$  is equal to or less than one. For  $\text{PM}_{2.5}$ , the 24-hour standard is attained when 98 percent of daily concentrations, average over three years, are equal to or less than the standard.

- <sup>c</sup> This concentration was approved by the Air Resources Board on April 28, 2005 and is expected to become effective in early 2006.
- <sup>d</sup> Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based on a reference temperature of  $25^\circ\text{C}$  and a reference pressure of 760 ton.
- <sup>e</sup> The levels of air quality necessary to protect the public health.
- <sup>f</sup> The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

AAM = Annual Arithmetic Mean

$\mu\text{g}/\text{m}^3$  = Micrograms per Cubic Meter

$\text{mg}/\text{m}^3$  = Milligrams per Cubic Meter

ppm = Parts per Million

*Source: California Air Resources Board 2006; EPA 2006(a)*

#### **4.8.2 REGULATORY FRAMEWORK**

Air quality regulations in California are layered at several levels. The principal air quality regulatory mechanism on the federal level is the Clean Air Act (CAA) and, in particular, the 1990 amendments to the Federal Clean Air Act (FCAA) and the National Ambient Air Quality Standards that it established. These standards identify levels of air quality for "criteria" pollutants that are considered the maximum levels of ambient (background) air pollutants considered safe, with an adequate margin of safety, to protect the public health and safety. The criteria pollutants are ozone, carbon monoxide, nitrogen dioxide, sulfur oxides, particulate matter less than ten and 2.5 microns in diameter ( $\text{PM}_{10}$  and  $\text{PM}_{2.5}$ , respectively) and lead. The EPA also has regulatory and enforcement jurisdiction over emission sources that are under the exclusive authority of the federal government including aircraft, locomotives and interstate trucking.

The California Air Resources Board, a department of the California Environmental Protection Agency, oversees air quality planning and control throughout California. Its responsibility lies with ensuring implementation of the 1989 amendments to the California Clean Air Act (CCAA), responding to FCAA requirements and regulating emissions from motor vehicles sold in California. It also sets fuel specifications to further reduce vehicular emissions.

The FCAA and CCAA establish ambient air quality standards for different pollutants.

Within Siskiyou County, the air quality regulating authority is the Siskiyou County Air Pollution Control District. The District monitors air quality at several sites throughout the County, and it has the responsibility of enforcing federal and state air quality regulations

## 4.8 AIR QUALITY

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at the local level. It also issues rules and regulations setting specific standards of operation, defining permit requirements and setting emission limits.

Siskiyou County is part of the Northeast Plateau Air Basin. The Basin currently has no air quality plans by which jurisdictions within must abide.

Air quality studies generally focus on six criteria pollutants that are most commonly measured and regulated. They are: reactive organic gases, carbon monoxide, ozone, nitrogen dioxide, sulfur oxides, and suspended particulate matter (i.e., PM<sub>10</sub> and PM<sub>2.5</sub>).

On the subject of woodstoves and particulate matter, EPA periodically updates its list of certified wood stoves and wood heating appliances. Each certified appliance has been tested by an accredited laboratory to meet a particulate emissions limit of 7.5 grams per hour for non-catalytic wood stoves and 4.1 grams per hour for catalytic wood stoves. All wood heating appliances subject to the New Source Performance Standard for Residential Wood Heaters under the Clean Air Act offered for sale in the United States are required to meet these emission limits.

Local jurisdictions sometimes adopt ordinances to regulate the installation of new woodburning appliances to reduce sources of particulate matter. They may, for example, specify that only pellet-fueled wood heaters or EPA certified wood heaters and fireplaces may be installed in new residences and commercial buildings. When a community has such an ordinance, applicants planning to install a woodburning appliance are typically required to provide documentation indicating that the appliance meets these requirements. In addition, woodburning appliances may be required to be brought into compliance with the ordinance if it is reconstructed or if additions, alterations, or repairs are made to the appliance.

### AMBIENT AIR QUALITY STANDARDS

#### Federal

At the federal level, the U.S. Environmental Protection Agency (EPA) has been charged with implementing national air quality programs. The U.S. EPA air quality mandates are drawn primarily from the federal Clean Air Act (CAA), which was signed into law in 1970. Congress substantially amended the CAA in 1977 and again in 1990.

The CAA required EPA to establish the national ambient air quality standards (NAAQS), and to also establish deadlines for their attainment. Two types of NAAQS have been established: primary standards, which protect public health, and secondary standards, which protect public welfare from non-health-related adverse effects, such as visibility restrictions.

The CAA Amendments of 1990 made major changes in deadlines for attaining NAAQS and in the actions required of areas of the nation that exceed these standards. Under

the CAA, state and local agencies in areas that exceed the NAAQS are required to develop and implement air pollution control plans designed to achieve and maintain the NAAQS established by EPA. States may also establish their own standards, provided that state standards are at least as stringent as the NAAQS. California has established California ambient air quality standards (CAAQS) pursuant to California Health and Safety Code Section 39606(b) and its predecessor statutes. The NAAQS and CAAQS are presented in **Table 4.8-2, Federal and State Ambient Air Quality Standards**.

The CAA requires states to develop an air quality control plan referred to as the State Implementation Plan (SIP). The SIP contains the strategies and control measures that California will use to attain the NAAQS. EPA approved the California SIP in September 1996. The SIP became effective on February 7, 1997. Pursuant to the recently adopted SIP, the State of California will strive for compliance with federal ozone standards by the year 2010. This will be accomplished using a combination of performance standards and market-based programs that will speed the introduction of cleaner technology and expand compliance flexibility (ARB 2006).

### **State of California**

The California Air Resources Board (ARB) is the agency responsible for coordination and oversight of state and local air pollution control programs and for implementing the California Clean Air Act (CCAA) of 1988. The CCAA requires that all air districts in the state endeavor to achieve and maintain CAAQS by the earliest practical date. The CCAA mandates that districts focus particular attention on reducing emissions from transportation and area-wide emission sources, and the act provides districts with new authority to regulate indirect sources. Each district plan is to achieve a 5 percent annual reduction, averaged over consecutive 3-year periods, in district-wide emissions of each nonattainment pollutant or its precursors. Air districts in violation of CAAQS are required to prepare an Air Quality Attainment Plan (AQAP) that includes measures for attaining the CCAA mandates.

### **Regional**

#### Siskiyou County Air Pollution Control District

Siskiyou County is part of the Northeast Plateau Air Basin. The Basin currently has no air quality plans by which jurisdictions within must abide.

The project is located within the jurisdiction of the Siskiyou County Air Pollution Control District (APCD) within the Northeast Plateau Air Basin. The District monitors air quality at two sites throughout the County, and it has the responsibility of enforcing federal and state air quality regulations at the local level. It also issues rules and regulations setting specific standards of operation, defining permit requirements and setting emission limits.

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### 4.8.3 STANDARDS OF SIGNIFICANCE

Based on Appendix G of the CEQA Guidelines, a project may have significant impacts related to air quality if it does any of the following:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- Expose sensitive receptors (i.e., individuals with respiratory diseases, the young, the elderly) to substantial pollutant concentrations;
- Create objectionable odors affecting a substantial number of people;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

### 4.8.4 METHODOLOGY

The following section qualitatively evaluates the potential impacts that the proposed revision of the City's General Plan may have on air quality.

### 4.8.5 IMPACT ANALYSIS AND MITIGATION MEASURES

**Impact 4.8.1:** The proposed project will not conflict with or obstruct implementation of an applicable air quality plan. There will be *no impact*. [NI]

Siskiyou County is in full attainment of all federal ambient air quality standards, and therefore does not have an attainment plan or maintenance plan, and federal conformity regulations do not apply. Therefore, there will be *no impact*.

**Impact 4.8.2:** The proposed project may violate air quality standards or contribute substantially to an existing or projected air quality violation. This impact is considered *less than significant*. [LS]

The project description for the current project does not include construction activity. The revised General Plan addresses the City's policies for air quality in the Open Space/Conservation Element under Goal OC-11. No substantial revisions are being made to the goals, policies and implementation measures concerning air quality that have already been established in the City's 1993 General Plan. The proposed project does not substantially change the land use designations of the 1993 General Plan, except in a few cases to conform to existing land use and/or zoning. Nor will the revision of the General Plan substantially increase the intensity of land uses that can already

occur pursuant to the 1993 General Plan. Projects that may be proposed in the future will be subject to project-specific analysis of air quality impacts pursuant to the California Environmental Quality Act. Therefore, the impact of the current project, which is an update to and revision of the General Plan, is less than significant.

**Impact 4.8.3:** Implementation of the proposed project could expose sensitive receptors to substantial pollutant concentrations, i.e. result in increased PM<sub>10</sub> concentrations, at nearby sensitive receptors. This impact is considered *less than significant*. [LS]

See comment concerning Impact 4.8.2. The likelihood that the proposed General Plan revision may contribute to this impact is *less than significant*.

**Impact 4.8.4:** Implementation of the proposed project may create objectionable odors temporarily during construction of project infrastructure and roads. There will be *no impact*. [NI]

The project description for the current project does not include construction activity. Therefore there is *no impact*.

#### CUMULATIVE IMPACTS

**Impact 4.8.5:** Implementation of the proposed project could result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors). This impact is considered *less than significant*. [LS]

Siskiyou County is currently in attainment of all federal standards for ambient air quality. The project description for the current project does not include construction activity. The revised General Plan addresses the City's policies for air quality in the Open Space/Conservation Element under Goal OC-11. No substantial revisions are being made to the goals, policies and implementation measures concerning air quality that have already been established in the City's 1993 General Plan. No revision of any policy or measure is proposed that would result in a cumulatively considerable net increase of any criteria pollutant for which the region is in nonattainment. Therefore, any likelihood that the General Plan revision may contribute to this cumulative impact is *less than significant*.

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## **4.9 CULTURAL RESOURCES**

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### 4.9.1 ENVIRONMENTAL SETTING

Prehistoric archeological sites have been found in the planning area along flat terraces of the major water courses in the area. This includes Wagon Creek, Big Springs and Cold creek, and the now-inundated area of Lake Siskiyou once known as Rainbow Valley. Prehistoric sites have also been found in the foothills above the valley floor.

The archeological record of the native population is sparse. It is known that, at the time of European "discovery", the area was settled by the Okwanuchu Indians and used for winter hunting. The native population declined during the Gold Rush era.

The Shasta Indian tribe occupied Shasta Valley and the area around what is now the City of Mt. Shasta at the time of initial contact with white populations around 1850 (Jensen, 1997). Accounts of early travelers, native informants and early ethnographies document the existence of the Okwanuchu tribe. However, little is known about this tribe, except that it was linguistically related to the Shasta tribe (City of Mt. Shasta, 1992). Generally, based on available information, the City's planning area can be divided into areas of "cultural resource sensitivity". Places likely to contain prehistoric artifacts are rated as having a "high" cultural resource sensitivity. Areas less likely to contain resources may be rated as having "medium" or "low" cultural sensitivity".

The first documented Europeans to reach the Mt. Shasta area were members of the Hudson's Bay Company. They were engaged in exploration and trapping expeditions in the 1820's. Others followed in the 1830's and 1840's, often associated with government-sponsored surveys.

### 4.9.2 REGULATORY FRAMEWORK

#### STATE

#### California Environmental Quality Act

CEQA Guidelines Section 15064.5 provides guidance in determining the significance of impacts on historical and unique archaeological resources. A lead agency is required to identify potentially feasible measures to mitigate significant adverse changes in the significance of an historical resource. "Substantial adverse change" includes demolition, destruction, relocation or alteration of an historical resource or its immediate surroundings such that the significance of the resource would be materially impaired. A historical resource is considered **significant** if meets one of the following criteria:

- a) The resource is listed in, or determined to be eligible for listing in, the California Register of Historical Resources.

## 4.9 CULTURAL RESOURCES

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- b) The resource is included in a local register of historical resources or identified as significant in an historical resource survey.
- c) The resource is determined by a lead agency to be historically significant, provided the determination is supported by substantial evidence that any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources including the following:
  - d) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
  - e) Is associated with the lives of persons important in our past;
  - f) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
  - g) Has yielded, or may be likely to yield, information important in prehistory or history [CEQA Guidelines Section 15064.5(a)(3)].

Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

CEQA emphasizes avoidance of archaeological and historical resources as the preferred means of reducing potentially significant effects. If avoidance is not feasible, an excavation program or some other form of mitigation must be developed to mitigate these impacts.

Public Resources Code Section 21083.2, part of CEQA, governs the identification and treatment of unique archaeological resources. This section allows a lead agency to require reasonable efforts to be made to permit any or all of a unique archaeological resource to be preserved in place or left in an undisturbed state. To the extent that such a resource is not preserved in place or not left in an undisturbed state, mitigation measures shall be required as provided in Section 21083.2.



### **Other California Laws and Regulations**

Other requirements for cultural resources management appear in the California Public Resources Code Chapter 1.7, Section 5097.5 (Archaeological, Paleontological, and Historical Sites), and Chapter 1.75, beginning at Section 5097.9 (Native American Historical, Cultural, and Sacred Sites) for lands owned by the state or a state agency.

The disposition of Native American burials is governed by Section 7050.5 of the California Health and Safety Code and Sections 5097.94 and 5097.98 of the Public Resources Code, and falls within the jurisdiction of the Native American Heritage Commission (NAHC). If human remains are discovered, the County Coroner must be notified within 48 hours and there should be no further disturbance to the site where the remains were found. If the remains are determined by the coroner to be Native American, the coroner is responsible for contacting the NAHC within 24 hours. The NAHC, pursuant to PRC Section 5097.98, will immediately notify those persons it believes to be most likely descended from the deceased Native American so they can inspect the burial site and make recommendations for treatment or disposal.

### **4.9.3 STANDARDS OF SIGNIFICANCE**

The project may have significant impacts on cultural resources if it does any of the following:

- Causes a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5.
- Causes a substantial adverse change in the significance of a unique archaeological resource pursuant to CEQA Guidelines Section 15064.5.
- Directly or indirectly destroys a unique paleontological resource or site or unique geologic feature.
- Disturbs any human remains, including those interred outside of formal cemeteries.

### **4.9.4 METHODOLOGY**

This section evaluates the potential impacts on cultural resources that may result from the proposed project, which is revision of some portions of the City of Mt. Shasta's General Plan and related provisions to implement the General Plan. Because of the size of the planning area and the general policy nature of the project, site-specific surveys for cultural or historic resources were not conducted.

## 4.9 CULTURAL RESOURCES

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### 4.9.5 IMPACT ANALYSIS AND MITIGATION MEASURES

**Impact 4.9.1:** Prehistoric or historic sites may be uncovered in the course of any grading or construction associated with the project. Because of related provisions incorporated into the General Plan to mitigate this impact, this impact will be *less than significant*. [LS]

The City's General Plan already requires cultural surveys if it is suspected that cultural resources may be found on a site that is proposed for development. Even when surveys have been completed, however, there is still a possibility of unanticipated and accidental discoveries of historic or archaeological resources during ground-disturbing activities. Unanticipated discoveries may have the potential to affect significant cultural resources. Although such activities will not occur as a direct result of the proposed project, the proposed General Plan revision is nevertheless an opportunity for the City to address this potential impact at a policy level. Implementation Measure OC-8.1(d) is proposed, stating that, when approving construction projects, the City shall incorporate mitigation measures that specify that, should any cultural resources be encountered during development activities, work shall be suspended and the City Planning Department shall be immediately notified. The implementation measure outlines procedures to be taken. Since the proposed General Plan revision will not directly result in ground-disturbing activity, and the revisions actually improve the City's General Plan provisions to protect such resources, the impact of adopting the revisions will be *less than significant*.

**Impact 4.9.2:** Paleontological resources (fossils) may be uncovered in the course of any grading or construction work associated with the project. Because of related provisions incorporated into the General Plan to mitigate this impact, this impact will be *less than significant*. [LS]

There is a possibility of unanticipated and accidental paleontological discoveries during ground-disturbing project-related activities within the City. Unanticipated and accidental paleontological discoveries during project implementation have the potential to affect significant resources. Although such activities will not occur as a direct result of the proposed project, the proposed General Plan revision is nevertheless an opportunity for the City to address this potential impact at a policy level. Therefore, an implementation measure has been recommended to be added to the General Plan. Implementation Measure OC-8.1(f) states that, when approving construction projects, the City shall use a mitigation measure stating, in effect, that should any potentially unique paleontological resources (fossils) be encountered during development activities, work shall be suspended and the City Planning Department shall be immediately notified. The City will coordinate any necessary investigation of the discovery with a qualified paleontologist. The project proponent shall be required to implement mitigation necessary for the protection of paleontological resources. The City and the project applicant shall consider the mitigation recommendations. The City

and the project applicant shall consult and agree upon implementation of a measure or measures that the City and project applicant deem feasible and appropriate. Since the proposed General Plan revision will not directly result in ground-disturbing activity, and the revisions actually improve the City's General Plan provisions to protect such resources, the impact of adopting the revisions will be *less than significant*.

**Impact 4.9.3:** Human remains may be uncovered in the course of any earthmoving activities or construction work associated with the project. Because of related provisions incorporated into the General Plan to mitigate this impact, this impact will be *less than significant*. [LS]

The General Plan revision proposes a new implementation measure, OC-8.1(e) that addresses the unexpected discovery of human remains on a construction site. It provides that, when approving construction projects, the City shall incorporate the following mitigation measure, or a similar measure that would fulfill the intent: If human remains are discovered, all work must stop in the immediate vicinity of the find, and the County Coroner must be notified, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed. Since the proposed General Plan revision will not directly result in ground-disturbing activity, and the revisions will improve the City's General Plan provisions to protect human remains, the impact of adopting the revisions will be less than significant.

### CUMULATIVE IMPACTS

No cumulative impacts associated with cultural resources have been identified.

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## **4.10 PUBLIC SERVICES AND UTILITIES**

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### **4.10.1 ENVIRONMENTAL SETTING**

This section describes the public services and utilities that the City of Mt. Shasta relies upon and identifies potential impacts to these systems as a result of the proposed General Plan Update. Public services include: fire protection, emergency medical services, law enforcement, street maintenance and snow removal, solid waste removal, schools, parks and recreation, and other general governmental services. Utilities include water, wastewater, and storm drainage.

#### **PUBLIC SERVICES**

##### **Fire Protection**

Fire protection services are provided by the Mt. Shasta Fire Department. The Fire Department currently has only one salaried employee - the Fire Chief - with the remaining force volunteer. The Fire Department has a maximum firefighting force of 35 members. The Department maintains two facilities within the City: the main station adjacent to City Hall near the intersection of Lake Street and Mt. Shasta Boulevard, and an equipment garage located west of the railroad tracks off of Pine Street. The Mt. Shasta Fire Protection District provides fire protection services to the unincorporated area of the County surrounding the City. The District has two station locations outside the city limits, one on North Old Stage Road and one on Ream Avenue. The City Fire Department and the Fire Protection District have a mutual aid agreement, and the department is a partner with all other fire protection agencies in Siskiyou County in a countywide mutual aid agreement.

Communities are classified with respect to their fire defenses and physical characteristics as an aid to underwriting fire insurance. These classifications are referred to as Insurance Service Offices (ISO) ratings and range from 1 to 10. These ratings indicate a community's ability to suppress a fire. An ISO rating of 1 is the highest level of fire protection and 10 is the lowest. The City of Mt. Shasta currently has an ISO rating of 5. Outside the City, the area had an ISO rating of 8B for many years. A rating of Class 4 for structures within a five-mile radius of the fire station went into effect in August 2005. Any residences beyond five miles would still be rated 8B.

The Department requires that new development follow fire standards set forth in the Uniform Building Code, Uniform Fire Code, and other similar codes. The Department states that insurance requires minimal fire flows of 1,500 gallons per minute for two hours and that hydrants be a maximum of 500 feet apart.

Both the Fire Department and the District work cooperatively with the U.S. Forest Service and the California Department of Forestry and Fire Protection to reduce fire threats to the community from adjacent forest and wild-land areas.

## **4.10 PUBLIC SERVICES AND UTILITIES**

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### **Emergency Medical Services**

Mercy Medical Center in Mt. Shasta is the general hospital serving southern Siskiyou County. Mercy Medical Center Mt. Shasta is sponsored by Catholic Healthcare West, a network of not-for-profit hospitals and health service companies providing care in California, Arizona and Nevada. Mercy Medical Center is licensed for 33 acute care beds and 47 skilled nursing beds.

Mercy Medical Center offers a broad range of services including: general surgery; orthopedic surgery; ear, nose, and throat surgery; urology; radiology; family practice and internal medicine. The emergency room has a doctor on duty 24 hours a day and has been designated a Level III Trauma Center. The hospital has access to an air ambulance for transfer to its sister facility in Redding.

The Mt. Shasta facility also has facilities for intensive care, coronary care, a skilled nursing facility, obstetrical delivery, and an alternative birthing room. Mercy Medical Center Mt. Shasta also offers other full-service, in-patient and out-patient facilities.

### **Police Protection**

Police protection services and emergency response within the City of Mt. Shasta are provided by the Mt. Shasta Police Department. The Siskiyou County Sheriff's Department provides services to the unincorporated area surrounding the City.

The Police Department is located at Lake Street and Mt. Shasta Boulevard. The Department staffing in 2006 included nine full-time officers, seven public safety dispatchers, and a number of police reserves. The department also oversees animal control within the City.

The Siskiyou County Sheriff's Department has a substation located on Ski Village Drive adjacent to and north of the City of Mt. Shasta. This station serves the entire south County area including the vicinities of Mt. Shasta, McCloud, Dunsmuir, Weed, and surrounding areas. The Siskiyou County Sheriff's Department has one captain, two lieutenants, 10 sergeants, 38 deputies, five reserve deputies, nine dispatchers, and five part-time water safety deputies.

### **Street Maintenance and Snow Removal**

The City Department of Public Works is responsible for the maintenance of streets and roads within the city limits. Services performed by the Public Works Department include fixing potholes, clearing drains, removing snow and resurfacing streets. Available equipment includes snowplows, trucks and other vehicles. The main public works facility is the City Corporation Yard, located at the south end of the City off of Mt. Shasta Boulevard.

The City Public Works Department works in cooperation with private contractors to keep roads accessible during major snowstorms. Snow is generally plowed to the center of streets in commercial districts to allow maximum access and parking for businesses and, in residential districts, is generally plowed to the sides of the streets. Snow is removed from the downtown area following a storm at the earliest opportunity to facilitate the flow of traffic.

### **Solid Waste**

Solid waste disposal occurs at the Black Butte Transfer Station, located just north of the city limits. The county-owned transfer station is operated by a private contractor, Gerard Pelletier Backhoe and Excavation. Solid waste collection services in the planning area are provided under franchise by John Smith Sanitation of Dunsmuir. The solid waste is subsequently disposed of at the Anderson Solid Waste Landfill in Shasta County. Under existing state permits, the landfill may accept 1,018 tons of solid waste per day until the year 2036.

A curbside recycling program is operated within the city limits and includes aluminum and plastic recycling. The Siskiyou Opportunity Center is a fee for service and grant-funded, non-profit corporation that provides recycling services to the residents of the Mt. Shasta area. Drop-off recycling of cardboard, aluminum and some plastics are accepted at their recycling facilities located on Bear Springs Road.

### **Schools**

Education for kindergarten through eighth grade is provided by the Mt. Shasta Elementary School District. High School education is provided by the Siskiyou Union High School District. Two school districts will be affected by the proposed project: The Mt. Shasta Union School District and the Siskiyou Union High School District.

*Mt. Shasta Elementary School District:* The Mt. Shasta Elementary School District manages three schools: Mt. Shasta Elementary School, Sisson Elementary School, and Headwaters Day School. The 2005-2006 student enrollment for the District was 903 students. Education opportunities in the planning area also include Challenge Home Charter and Mt. Shasta Options for Youth.

*Siskiyou Union High School District:* The Siskiyou Union High School District operates three high schools within the City: Mt. Shasta High School, Jefferson High School and South County Community Day School. The 2005-2006 enrollment was 474 students.

Mt. Shasta High School has over 80 acres of undeveloped land at the school site. A Master Plan for the site has been completed.

## 4.10 PUBLIC SERVICES AND UTILITIES

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### Parks and Recreation

Public recreation lands are administered by the Mt. Shasta Recreation and Parks District (MSRPD). The MSRPD operates and maintains two parks within the City limits. The City Park, located in northern Mt. Shasta, is approximately 26 acres in size and has five buildings for meetings, social events and other gatherings. There are also picnic areas and nature areas. Shastice Park, adjacent to Mt. Shasta High School, is approximately 39 acres in size. It has a picnic area, a softball field, tennis courts and a tot lot. Portions of both parks are undeveloped. MSRPD also maintains joint use agreements with the local school districts for the use of the schools' facilities (City of Mt. Shasta, 1992).

The area known as the "Sports Park" consists of three acres of land owned by the City of Mt. Shasta and Sisson Elementary School and leased to the MSRPD. The existing park facilities include baseball fields, ball fields, a concession/restroom building and storage buildings. The Sisson Field, adjacent to the Sports Park, consists of approximately six acres owned by the Mt. Shasta Union School District and leased to the MSRPD. The parcel is used as a multipurpose athletic field.

**TABLE 4.10.1**  
**RECREATION AREAS IN MOUNT SHASTA**

Recreation Area	Acres
Mount Shasta City Park	26.4
Shastice Park	39.23
Sports Park	3.0
Sisson Field	5.9
<b>TOTAL</b>	<b>74.53</b>

Source: Table 5-2, Mt. Shasta General Plan, September 2006

### Other Public Facilities

Other local public facilities found in Mt. Shasta include: Siskiyou County Public Library; Mt. Shasta City Hall; California Highway Patrol; Department of Motor Vehicles; U.S. National Guard Armory; and U.S. Forest Service offices.

### UTILITIES

#### Water Services

The City of Mt. Shasta owns and operates a domestic water distribution system for the City with water supplied by Cold Springs, located to the east of the City, and by two wells within the city limits. The City's water distribution system does not extend north of North Mt. Shasta Boulevard. to the Spring Hill area. Development in this area currently requires individual wells and water storage for fire protection.



The unincorporated portion of the planning area is largely served by individual on-site water systems, either consisting of personal wells or small community water systems. Private community water systems serve some areas including the Sun Mountain, Monte Shasta, Shasta Holiday and Siskiyou Lake Highlands subdivisions. A few subdivisions neighboring the City are served by the City's water system, including the Quail Hill Subdivision.

The *City of Mt. Shasta 1986 Master Water Plan* was prepared by PACE Civil, Inc., and contains the results of investigation of the water system including supply, storage, and distribution facilities.

The normal capacity of the City's water sources is 3.8 million gallons per day (MGD). Water is stored in three tanks on Quail Hill, east of the City, with a total storage capacity of 1.7 MGD. The average water demand in the City is approximately 1.3 MGD and a maximum daily demand of about 3.6 MGD (*Roseburg Commerce Park Infrastructure Installation Project IS/MND, 2005*). The entire city domestic water system is un-metered. Water is distributed by a network of 4- to 10-inch mains located throughout the City's streets. With the exception of the Adams/Jefferson neighborhood, water pressure is provided by gravity from the Quail Hill storage system. Future water supplies appear to be readily available from additional groundwater sources, although storage capacity is currently a limiting factor.

The *City of Mt. Shasta 1986 Master Water Plan* identifies a number of the primary recommendations for the system; some of which have been accomplished and some are still outstanding. Outstanding improvements include the construction of a new 1.0 million gallon reservoir (No. 5) at the base of Spring Hill and the construction of new Wells No. 3 and 4 (located on Ivy Street and at the base of Spring Hill, respectively).

In order to provide adequate fire flows to some areas, additional storage, upgrading of mains or connection to the City water system will be necessary.

### **Wastewater**

Wastewater disposal and treatment systems in the Mt. Shasta area include a regional sewage treatment system and individual on-site septic systems. A regional sewage treatment plant was completed in 1976 and is located approximately two miles south of the city limits. A gravity collection system connects the city infrastructure with the wastewater treatment plant.

The *City of Mt. Shasta 1992 Master Sewer Plan for the Sewage Collection and Treatment Facilities* contains the results of an investigation of the sewage collection system and treatment facilities by PACE Civil, Inc. Additionally it includes conceptual plans, staging, and cost estimates for the major capital improvements that will be necessary for the time period of 1992-2012. The Master Sewer Plan warns that areas of the sewer collection system would reach capacity by 1996.

#### 4.10 PUBLIC SERVICES AND UTILITIES

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The City completed a *Wastewater Treatment Plant Capacity Evaluation* report in 2003. The report concluded that the plant is currently operating at 80% capacity and, for the treatment plant to reach its existing design capacity, improvements need to be made. The City intends to complete improvements to the wastewater treatment plant in 2006. The report also addressed the need for increased capacity of the wastewater collector and interceptor lines, some of which are currently at capacity during wet weather conditions.

The City Council of the City of Mt. Shasta declared an emergency moratorium on sewer connections to the City's sewer collection system on September 26, 2005. The decision was reached based on input received from the California Regional Water Quality Control Board regarding violations of discharge permits, specifically manhole overflows, and the possible imposition of significant fines and other penalties as a result of such violations. Based on this information, the City Council directed staff to not issue any new building permits that require new sewer connections. On November 14, 2005, Resolution No. CCR-05-72 was adopted to provide more specific details on how the moratorium would be managed and how previous commitments for connections would be considered.

##### **Storm Drainage**

The *Preliminary Storm Drainage Master Plan* was completed for the City of Mt. Shasta in 1998 by Kellogg Engineering. The plan outlines the existing storm drainage system, proposed improvements, design criteria and financing for the drain system. Storm drainage within the City of Mt. Shasta and the planning area consists of both surface and subsurface drainage features. Surface storm drainage features consist of natural waterways, man-made ditches, and/or remnants of natural watercourses. Subsurface storm drainage features consist of historic drainages that have been enclosed with some type of pipe (iron, corrugated metal, clay or concrete).

A large portion of the City does not have curb and gutter, nor does the City have a regular maintenance schedule for the existing surface and subsurface drainage features. Additionally there are a number of constriction points where drainage transitions from surface to subsurface drainage channels. Field Street, Water Street and Smith Street are all known drainage constriction points. The *Storm Drainage Master Plan* identifies a number of proposed improvements including installation of new subsurface drainage infrastructure and the installation of curb and gutter. The *Storm Drainage Master Plan* includes improvement guidelines for both new development and infill development.

### **4.10.2 REGULATORY FRAMEWORK**

#### **Solid Waste**

##### State

To minimize the amount of solid waste that must be disposed of by transformation and land disposal, the State Legislature passed the California Integrated Waste Management Act of 1989 (AB 939), effective January 1990. According to AB 939, all cities and counties are required to divert 50 percent of all solid waste from landfill facilities by January 1, 2000. Solid waste plans are required to explain how each city's AB 939 plan will be integrated with the City plan. They must promote (in order of priority); source reduction, recycling and composting, and environmentally safe transformation and land disposal.

#### **Water, Wastewater and Storm Drainage**

##### Federal

In 1972, the Clean Water Act (CWA) was adopted to protect the waters of the nation. The Environmental Protection Agency (EPA) and corresponding state agencies regulate public wastewater systems to ensure compliance with the CWA. To implement the CWA regulatory standards, the National Pollutant Discharge Elimination System (NPDES) Permit Program was instituted.

The CWA requires that all point sources discharging pollutants into waters of the United States must obtain a NPDES permit. By point sources, EPA means discrete conveyances such as pipes or man-made ditches. Although individual households do not need permits, facilities must obtain permits if their discharges go directly to surface waters. Some pollutants that may threaten public health and the nation's waters are: human wastes, ground-up food from sink disposals, laundry and bath waters, toxic chemicals, oil and grease, metals, and pesticides.

##### State

##### *California Department of Water Resources (DWR)*

The California Department of Water Resources (DWR) is responsible for the preparation of the California Water Plan and the management of State's surface water and groundwater resources. DWR also oversees the California Water Project and the regulation and protection of dams, other DWR functions include: assisting local agencies in preparation of their Urban Water Management Plans (UWMPs) and reviewing the plans to ensure compliance with the Urban Water Management Act.

#### 4.10 PUBLIC SERVICES AND UTILITIES

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##### *State Water Resources Control Board*

The State Water Resources Control Board (SWRCB) was created by the Legislature in 1967. The mission of the SWRCB is to ensure the highest reasonable quality for waters of the State, while allocating those waters to achieve the optimum balance of beneficial uses. The joint authority of water allocation and water quality protection enables the SWRCB to provide comprehensive protection for California's waters.

There are nine Regional Water Quality Control Boards (RWQCB). The mission of the RWQCBs is to develop and enforce water quality objectives and implementation plans which will best protect the beneficial uses of the State's waters, recognizing local differences in climate, topography, geology and hydrology.

The City of Mt. Shasta falls within the Central Valley Regional Water Quality Control Board's (CVRWQCB) jurisdiction. CVRWQCB covers the Central Valley and extends north of Redding to the California border to south of Fresno covering most of Kern County. CVRWQCB regulates the discharge of waste to surface waters (Rivers, streams, lakes, wetlands and the Pacific Ocean) as well as to storm drains, to the ground surface, and to ground waters.

CVRWQCB implements the NPDES program. NPDES permits, also referred to as Waste Discharge Requirements, are issued to regulate the discharge of municipal wastewater or industrial process, cleaning, or cooling, wastewaters, commercial wastewater, treated groundwater from cleanup projects, or other wastes to surface waters only. If the waste discharge consists only of non-process storm water, it may be regulated under the NPDES Stormwater program. The discharge of waste to the ground surface or to groundwater is regulated under the Non-Chapter 15 Permitting, Surveillance, and Enforcement Program. General NPDES permits are issued under the Spills, Leaks, Investigations and Cleanup (SLIC) program to regulate the year-round discharge to surface waters of highly treated groundwater extracted from cleanup projects involving volatile organic compounds.

All municipalities within the Central Valley Region which discharge wastewater to surface waters are currently regulated by NPDES permits issued by the Regional Water Board. Industrial, commercial, cleanup or other operations which discharge wastes directly into municipal, or other publicly owned wastewater collection systems, are not required to obtain a NPDES permit from the Regional Water Board, but must comply with waste discharge requirements issued by the appropriate public entity.

All NPDES permits issued by the Regional Water Board include self-monitoring programs which require the permittee to collect pertinent water quality data and to submit it to the Regional Water Board for evaluation of compliance with the terms of the permit. In addition, Regional Water Board staff conducts periodic inspections of each permitted discharge to monitor permit compliance.

The Regional Water Board may take enforcement action in response to significant or chronic permit violations under the authority of the Federal Clean Water Act and Amendments, and the Porter-Cologne Water Quality Control Act (California Water Code). Enforcement action can range from Notices of Violation issued by Board staff, to Cleanup and Abatement Orders or Administrative Civil Liability Complaints issued by the Regional Water Board Executive Officer, to Cease and Desist Orders, Administrative Civil Liability Orders, including civil monetary penalties, or Referrals to the State Attorney General's Office by the Regional Water Board.

#### **4.10.3 STANDARDS OF SIGNIFICANCE**

The project would result in a significant impact on public services and utilities if it does any of the following:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:
  - Fire protection.
  - Police protection.
  - Schools.
  - Other public facilities.
- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.
- Include recreational facilities, or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.
- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.
- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- Lack sufficient water supplies from existing entitlements and resources to serve the project, or require new or expanded entitlements.

## 4.10 PUBLIC SERVICES AND UTILITIES

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- Result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand, in addition to the provider's existing commitments.
- Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.
- Be out of compliance with federal, state and local statutes and regulations related to solid waste.

### 4.10.4 METHODOLOGY

The overall methodology in considering the potential impacts of the project on public services and utilities is to evaluate the degree to which the proposed project, which is the adoption of the proposed revisions in the City of Mt. Shasta's General Plan and related development codes and implementation tools, will impact those services and resources.

### 4.10.5 IMPACT ANALYSIS AND MITIGATION MEASURES

**Impact 4.10.1:** The project will place increased demand on fire protection, emergency services, law enforcement and school facilities, as well as exceed the current level of services maintained. This impact is considered *less than significant*. [LS]

Adoption of the proposed general plan revisions and implementation of the plan will not substantially change the scale of development and development trends that may occur pursuant to the City's general plan policies and development codes in effect prior to the proposed action. The revision will not lessen the effectiveness of the City's General Plan policies that support law enforcement and emergency services related to community development. Further, local schools have been experiencing a decline in enrollment. Nevertheless, the proposed action would not change the demographic trends that are already affecting enrollment at local schools. Therefore, impacts to fire protection, emergency services, law enforcement and schools will be *less than significant*.

**Impact 4.10.2:** The proposed project will place increased demand on existing park facilities and create the need for additional parks and recreational facilities. This impact is considered *less than significant*. [LS]

Since adoption of the proposed general plan revision and implementation of the plan will not substantially change the pattern or scale of community development that may occur pursuant to the City's development policies in effect prior to the proposed action, adoption of the plan will not result in any greater demand for parks and recreational facilities. The plan acknowledges the need for the steady expansion of

recreational services to correspond with the growth of the population in the planning area. Under Goal OC-8, the General Plan includes provisions to require development projects to mitigate related impacts. Therefore, impacts as a result of adopting the proposed general plan revision will be *less than significant*.

**Impact 4.10.3:** The project would generate additional demands for wastewater treatment services and disposal that would exceed the current wastewater treatment systems capacity. This impact is considered *less than significant*. [LS]

Adoption by the City of Mt. Shasta of the proposed general plan revisions and implementation of the revised plan will not substantially change the pattern or scale of community development that is possible pursuant to the City's general plan policies and development codes in effect prior to the proposed action (i.e., the General Plan). The General Plan acknowledges capacity issues concerning the City's wastewater system. However, the proposed revisions, beginning with Goal LU-16 to maintain a wastewater collection system and treatment plant that serves the needs of the community, would do little to change the City's general waste water service policies. The City will continue to require site-specific consideration of wastewater services as development projects are proposed. The City will continue to explore the means and resources to expand the capacity of the system. It will limit new connections until it can confirm adequate capacity. Therefore, impacts to the wastewater system as a result of the proposed action itself (i.e., adoption of the proposed general plan revisions) will be *less than significant*.

**Impact 4.10.4:** The project will result in an increase in water demand. This impact is considered *less than significant*. [LS]

Adoption of the proposed general plan revision and implementation of the revised plan will not substantially change the pattern or scale of community development that may be expected as a result of the City's general plan policies and development codes in effect prior to the proposed revisions. The General Plan acknowledges capacity issues concerning the City's water system. The 1993 General Plan had few policies concerning water service. Beginning with Goal LU-18, the revised General Plan adds policies to support maintaining a water supply and distribution system that meets drinking water standards and that serves the domestic and fire protection needs of the community. The City will continue to require site-specific evaluation of water service needs as particular development projects are proposed. The City will continue to explore the means and resources to expand the capacity of the water system. It will limit new connections until it can confirm adequate capacity. Therefore, impacts to water service as a result of the proposed action (i.e., adoption of the proposed general plan revisions) will be *less than significant*.

#### 4.10 PUBLIC SERVICES AND UTILITIES

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**Impact 4.10.5:** Adoption of the proposed general plan revisions and implementation tools could increase the demand on existing storm drainage facilities and will require the expansion of storm drainage facilities. This impact is considered *less than significant*. [LS]

Adoption of the proposed general plan revisions and implementation of the plan will not substantially change the pattern or scale of community development that is possible pursuant to the City's general plan policies and development codes in effect prior to the proposed action. The 1993 General Plan said very little about the storm drainage system. The revised General Plan adds provisions beginning with Goal LU-19 to provide for the efficient collection, transport, and discharge of storm water. The City will continue to require site-specific consideration of storm drainage management as development projects are proposed. Therefore, impacts to storm drainage as a result of the proposed action itself will be *less than significant*.

**Impact 4.10.6:** The project will generate an increase in solid waste and/or the need for disposal services. This impact is considered *less than significant*. [LS]

Adoption of the proposed general plan revisions and implementation of the plan will not substantially change the pattern or scale of community development that may occur pursuant to the City's general plan policies and development codes in effect prior to the proposed action. Therefore, impacts to solid waste will be *less than significant*.

**Impact 4.10.7:** Streets and roads related to the project will require significant amounts of new maintenance by the City, including snow removal. This impact is considered *less than significant*. [LS]

Adoption of the proposed general plan revisions and implementation of the plan will not substantially change the pattern or scale of community development that may occur pursuant to the City's development policies in effect prior to the proposed action. Therefore, impacts to street maintenance will be *less than significant*.

#### CUMULATIVE IMPACTS

No cumulative impacts associated with public services and utilities have been identified.



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## **4.11 AESTHETICS AND VISUAL RESOURCES**

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### 4.11.1 ENVIRONMENTAL SETTING

The following environmental issues concerning visual resources are considered in terms of the related potential impacts that could result from the proposed revision of the Mt. Shasta General Plan.

The City of Mt. Shasta is located in a geographic area having high scenic value. The City is located in a hilly region adjacent to the Cascade mountain range. The most prominent geographic feature in the area is Mount Shasta, a dormant volcano 14,162 feet in height. It is a prominent scenic attraction from the City. Other scenic areas in the vicinity include the Eddy Mountains to the west and Castle Crags State Park, approximately 11 miles to the south.

Most of the land surrounding the City of Mt. Shasta is covered by mixed conifer forests with occasional meadows. The General Plan addresses the scenic resources that are presented by the forested hillsides around the City, including Rainbow Ridge to the southwest. Since most of these areas are outside the city limits and in the land use jurisdiction of Siskiyou County, a major issue concerns how the City can work with the County to protect the scenic quality of these areas.

The portions of Interstate 5 and State Highway 89 in the vicinity of the planning area have been designated as part of the Volcanic Legacy Scenic Byway All American Highway.

In addition to the scenic qualities of the mountains and forested ridges around the City, there are valuable picturesque resources on a smaller scale in and around the City. The pastoral setting of Strawberry Valley and other areas, even though largely intermixed with low-density residential and other development, provides a visually pleasing environment.

Within the City, the urban landscape has largely replaced the natural environment with a built environment dominated by buildings, streets and parking lots, and non-indigenous landscaping. The urban landscape also has scenic and aesthetic values. Within the City, visual resources in the foreground primarily consist of pavement, buildings and architectural features, landscaping and a variety of evergreen and deciduous trees, especially brilliant in autumn. Numerous large trees and stands of trees within the City help to soften the visual setting. Open space areas, including parks and recreation fields, contribute to the local landscape. Some "natural" areas within and around the City still exist because wetlands have been a physical and regulatory constraint to development.

Concurrent with the proposed revision of the General Plan, The City is considering recommendations to improve its Architectural Design Guidelines. The General Plan revision addresses the visibility of the Spring Hill Area from Interstate 5 and notes that the quality of development in this area will substantially affect the impression that regional travelers will have of the City. The plan notes that, whether development of the Spring

## 4.11 AESTHETICS AND VISUAL RESOURCES

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Hill Area will be coordinated under a Specific Plan or other form of area plan, or allowed to evolve on a parcel-by-parcel basis, the City should maintain high expectations concerning the visual qualities of the area. Special attention needs to be given to design review criteria for new development to ensure that buildings and signs do not obstruct or significantly detract from the grand view of the mountain.

### 4.11.2 REGULATORY FRAMEWORK

#### FEDERAL

##### **National Wild and Scenic Rivers**

According to the Wild and Scenic Rivers Act classification system, scenic rivers are those rivers or segments of rivers that are free of impoundments, with shorelines or watersheds still largely primitive and shorelines largely undeveloped, but accessible in places by road. However, there are no wild and scenic rivers in the City of Mt. Shasta's planning area.

##### **Federal Highway Administration (FHWA) National Scenic Byways**

The National Scenic Byways Program was established under the Intermodal Surface Transportation Efficiency Act of 1991 (Title 23, Section 162 of the U.S. Code). Under the program, the U.S. Secretary of Transportation recognizes certain roads and National Scenic Byways or All-American Roads based on their archaeological, cultural, historic, natural, recreational, and scenic qualities.

The Volcanic Legacy Scenic Byway All American Road was designated June 13, 2002 and extends from Lake Almanor north along Highway 89 to the intersection of Highway 89 and Interstate 5, just south of the City of Mt. Shasta north along I-5 to Highway 97 to the Oregon border. The Volcanic Legacy Scenic Byway continues north from the California/Oregon border to Crater Lake National Park via Highways 140 and 62 in Oregon (FHWA, National Scenic Byways Program).

#### STATE

California's Scenic Highway Program was created by the Legislature in 1963. Its purpose is to preserve and protect scenic highway corridors from change which would diminish the aesthetic value of lands adjacent to highways. The state laws governing the Scenic Highway Program are found in the Streets and Highways Code, Section 260 et seq. There are no state scenic highways in the planning area. As described above, the Volcanic Legacy Scenic Byway All American Road is a federal designation.

The Oak Woodland Conservation Act, enacted by Chapter 588, Statutes of 2001 has been implemented and operated by the Wildlife Conservation Board. This program provides private landowners, conservation organizations, cities and counties, with the opportunity for funding to restore California's oak woodlands. The legislative goals are as follows:

- Support and encourage voluntary, long-term private stewardship and conservation of California oak woodlands by offering landowners financial incentives to protect and promote biologically functional oak woodlands;
- Provide incentives to protect and encourage farming and ranching operations that are operated in a manner that protect and promote healthy oak woodlands;
- Provide incentives for the protection of oak trees providing superior wildlife values on private land; and
- Encourage planning that is consistent with oak woodlands preservation.

### 4.11.3 STANDARDS OF SIGNIFICANCE

Based on Appendix G of the CEQA Guidelines a project may have significant impacts on aesthetics and visual resources if it does any of the following:

- Have a substantial adverse effect on a scenic vista.
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
- Substantially degrade the existing visual character or quality of the site and its surroundings.
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

### 4.11.4 METHODOLOGY

This section evaluates the potential impacts related to aesthetics and visual resources that are anticipated by the adoption of the proposed revisions to the City of Mt. Shasta's 1993 General Plan and related implementation.

### 4.11.5 IMPACTS AND MITIGATION MEASURES

**Impact 4.11.1:** The project may impact scenic vistas within the vicinity of the project area. This impact is considered *less than significant*. [LS]

The proposed general plan revision does not introduce a potential for significant impacts to scenic and visual resources that does not already exist under the 1993 General Plan. The impacts on scenic vistas that may result from future development pursuant to the revised General Plan will need to be reviewed on a site specific basis as projects are proposed. The revision contains provisions (e.g., design standards) that will help protect visual resources to a greater degree than the 1993 General Plan. The success of some of the provisions that address future development outside the city limits will require the cooperation of Siskiyou County. Overall, in terms of impacts that would result from the general plan revision, this impact is considered *less than significant*.

## 4.11 AESTHETICS AND VISUAL RESOURCES

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**Impact 4.11.2:** The project may substantially damage scenic resources, including but not limited to trees, rock outcroppings and historic buildings within a state scenic highway. This impact is considered *less than significant*. [LS]

The City of Mt. Shasta is located adjacent to the Volcanic Legacy Scenic Byway All American Road, a federally designated Scenic Byway. The proposed revisions to the 1993 General Plan do not include substantial changes to land use along the byway and, therefore are not anticipated to have a substantial impact on scenic resources as identified in Impact 4.11.1. This impact is considered to be *less than significant*.

**Impact 4.11.3:** The project may degrade the visual character or quality of the project area. This impact is considered *less than significant*. [LS]

The proposed general plan revision does not introduce a potential for significant impacts to the visual character or quality of the planning area to the extent that the potential does not already exist under the 1993 General Plan. In terms of land use designations, the revised general plan does not propose any development where such development has not already been proposed, nor does it substantially change the intensity of such development. These impacts are therefore considered *less than significant*.

**Impact 4.11.4:** The project could introduce new light and glare sources into the project area. This impact is considered *less than significant*. [LS]

The proposed general plan revision does not introduce new light and glare sources into the project area to the extent that the potential for such light and glare does not already exist under the 1993 General Plan. The revised general plan does not propose development where such development has not already been proposed in terms of land use designations, nor does it substantially increase the intensity of such development. Impacts concerning light and glare are therefore considered *less than significant*.

### CUMULATIVE IMPACTS

As discussed above, the proposed general plan revision does not introduce a potential for significant impacts to scenic and visual resources in the planning area that does not already exist under the 1993 General Plan. The impacts on scenic vistas that may result from future development pursuant to the revised General Plan will need to be reviewed on a site-specific basis as projects are proposed. The revised general plan does not propose any development where such development has not already been proposed in terms of land use designations, nor would the revision substantially increase the intensity of such development. Adherence to the standards of the General Plan and the applicable provisions of other City ordinances will reduce impacts to a *less than significant* level.

In the context of Cumulative Impacts, the concern is that the revision of the City of Mt. Shasta's General Plan, in conjunction with the adoption and revision of general plans for the County or for other cities in the vicinity, or with development in the general area (i.e., south Siskiyou County), might result in significant impacts to visual resources, including the introduction of new light and glare.

The City's general plan revision contains or otherwise acknowledges provisions (e.g., design standards) that will help protect visual resources within the city limits. Success in minimizing impacts to visual resources outside the Mt. Shasta city limits rests primarily with Siskiyou County. The City's general plan revision expresses concern with the County's general plan and related issues (e.g., minimum parcel sizes on forested hill sides such as Rainbow Ridge) that affect visual resources in the area. The City's general plan calls for cooperation from the County in minimizing impacts and, if that cooperation is realized, impacts that might otherwise be possible prior to adoption of the general plan revision might be limited. Nevertheless, the potential for cumulative impacts to visual resources will be no greater after revision of the Mt. Shasta General Plan than it will be if the revision is not adopted. Overall, in terms of impacts that would result from the City's general plan revision, the Cumulative Impact is considered ***less than significant***.

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## **4.12 HYDROLOGY/WATER QUALITY**

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### **4.12.1 ENVIRONMENTAL SETTING**

The planning area is located entirely within the Sacramento River watershed. Surface waters include the Sacramento River, on which Box Canyon Dam and Lake Siskiyou are located, as well as several tributary streams that drain Strawberry Valley to the River via Lake Siskiyou. Wagon Creek, Big Springs Creek, Cold Springs Creek, Old Mill Creek and several intermittent streams flow through the planning area. Cold Springs is one of the principal sources of water for the City of Mt. Shasta.

Groundwater resources within the planning area originate with snowmelt and rainfall, especially on the slopes of Mount Shasta. The direction of groundwater movement through the area is generally down-slope and southwesterly, turning southerly near the center of Strawberry Valley. Substantial amounts of high-quality groundwater resources are found in the area.

The water quality of streams in the area varies, especially outside the City. The 1993 General Plan reported that the upper reaches of Big Springs Creek is known to have outstanding water quality characterized by cold temperatures, high dissolved oxygen, a near-neutral pH and very low dissolved constituent levels. However, the lower reach of the creek has experienced periods of fecal coliform contamination and increased levels of sedimentation from upstream development, construction and other forms of disturbance. The California Department of Fish and Game has expressed concern regarding these periods of reduced water quality and their impacts upon the Fish Hatchery located along this stream.

Wagon Creek is relatively clear and cold most of the year. This stream, according to the 1993 General Plan, has experienced periods of high iron, dissolved solids, and occasionally high fecal coliform counts.

Setbacks from water courses are generally required by both the City and the County for development activity, including the installation of septic tanks. Although not formally designated as "open space", these setback requirements result in a form of open space along water courses and help protect riparian habitat as well as water quality.

Flood hazards in the area are primarily limited to areas along local streams, at Lake Siskiyou and in Box Canyon. Stream flooding occurs during periods of seasonal high flows and is restricted to the immediate vicinity of streams. A narrow fringe area around Lake Siskiyou is shown for possible flooding during periods of high precipitation. Also, the Box Canyon area below the lake is subject to flood hazards from excessive precipitation and the potential for structural failure of the dam. These issues are addressed in the Safety Element and in Section 4.5, Hazards, of this EIR.



### 4.12.2 REGULATORY FRAMEWORK

#### FEDERAL

##### **Clean Water Act (CWA)**

The Federal Clean Water Act (CWA) regulates the discharge of pollutants into watersheds throughout the nation. Section 402(p) of the act establishes a framework for regulating municipal and industrial storm water discharges under the National Pollution Discharge Elimination System (NPDES) Program. Section 402(p) requires that storm water associated with industrial activities that discharge either directly to surface waters or indirectly through municipal separate storm sewers must be regulated by an NPDES permit.

##### **Federal Emergency Management Agency (FEMA)**

The City of Mt. Shasta does not participant in the National Flood Insurance Program (NFIP), a Federal program administered by Federal Emergency Management Agency (FEMA), although areas outside of and adjacent to the City do participate in the NFIP. Participants in the NFIP must satisfy certain mandated floodplain management criteria. The National Flood Insurance Act of 1968 has adopted as a desired level of protection, an expectation that buildings and related structures should be protected from floodwater damage of the Intermediate Regional Flood (IRF). The IRF is defined as a flood that has an average frequency of occurrence on the order of once in 100 years although such a flood may occur in any given year. Communities are occasionally audited by the Department of Water Resources to insure the proper implementation of FEMA floodplain management regulations.

Responsibility for the safety of dams under federal jurisdiction belongs to the agency constructing the dam. Federal agency programs to maintain dam safety are based on the *Federal Guidelines for Dam Safety* prepared by FEMA.

##### **Safe Drinking Water Act, United States Environmental Protection Agency (US EPA)**

The Safe Drinking Water Act (SDWA) is the main federal law that ensures the quality of Americans' drinking water. The SDWA authorizes the United States Environmental Protection Agency (US EPA) to set national health-based standards for drinking water to protect against both naturally-occurring and man-made contaminants that may be found in drinking water. US EPA, states, and water systems then work together to make sure that these standards are met. The US EPA sets threshold standards for dioxin and furan contaminant levels.

#### STATE

##### **State Water Resources Control Board (SWRCB) and Regional Water Quality Control Board (RWQCB)**

The project area is within the jurisdictional boundaries of the Central Valley Regional Water Quality Control Board (RWQCB), one of nine regional boards in the state. The Central Valley RWQCB, with an office in Redding, develops and enforces water quality

objectives and implementation plans that safeguard the quality of water resources in its region. Specifically, the RWQCB identifies potential water quality problems, confirms and characterizes water quality problems through assessments, remedies problems through imposing or enforcing appropriate measures, and monitors problem areas to assess effectiveness of remedial measures. Remedies for problems include their prevention or cleanup. Common means of prevention are the issuance of National Pollution Discharge Elimination System (NPDES) permits, waste discharge requirements (WDRs), and discharge prohibitions and restrictions. Cleanup is implemented through enforcement measures such as Cease and Desist Orders and Cleanup and Abatement Orders.

One of the duties of the RWQCB is the development of "basin plans" for the hydrologic area over which it has jurisdiction. In 1998, the Central Valley RWQCB issued the fourth edition of its Water Quality Control Plan for the Central Valley Region, also known as the Basin Plan. The Basin Plan covers both the Sacramento River Basin and the San Joaquin River Basin. It sets forth water quality objectives for both surface and ground waters for the region, and it describes implementation programs to achieve these objectives. The Basin Plan provides the foundation for the regulations and enforcement actions of the Central Valley RWQCB.

Construction work within stream channel is subject to ACOE permit procedures under Section 404 of the Clean Water Act and/or Section 10 of the Rivers and Harbors Act. It is also subject to the Streambed Alteration Agreement procedures of CDFG.

During the re-authorization of the Clean Water Act, (CWA) Section 402 (P) through 405 was added to the Water Quality Act of 1987, providing for a program to eliminate pollution from non-point municipal and industrial sources. Land development and construction activities of five or more acres are also included under this legislation. The addition of stormwater discharges to the National Pollution Discharge Elimination System (NPDES), the primary federal water quality permit system administrated by the Federal Environmental Protection Agency (EPA), was completed on October 31, 1990, when the final regulations were signed by EPA. On November 16, 1990, the final rule and regulations for the NPDES Permit Application for Storm Water Discharges [40 Code of Federal Regulations (CFR) 122-124] were published in the Federal Register.

The State Water Resources Control Board has the authority to issue NPDES permits but generally delegates this responsibility to the Regional Water Quality Control Board (RWQCB). Site development associated with the project would fall under the general construction activity stormwater discharge permit process. The general construction permit authorizes the discharge of stormwater and prohibits the discharge of materials other than stormwater and all discharges which contain a hazardous substance in excess of reportable quantities established in 40 CFR 117.3 or 40 CFR 302.4, unless a separate NPDES permit has been issued to regulate those discharges.

## 4.12 HYDROLOGY/WATER QUALITY

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A general construction permit would require discharges associated with construction activity to:

- eliminate or reduce non-stormwater discharges to stormwater systems and other waters of the nation; and
- develop and implement a stormwater pollution prevention plan (SWPPP); and
- perform inspections of stormwater control structures and pollution prevention measures.

In addition, general construction permits require adherence to Best Management Practices (BMPs) for the control of erosion and other potential water quality pollutants associated with construction activity. These BMPs consist of the following:

- "Site Planning Considerations" such as preservation of existing vegetation.
- "Vegetation Stabilization" through methods such as seeding and planting.
- "Physical Stabilization" through use of dust control and stabilization measures.
- "Diversion of Runoff" by utilizing earth dikes and temporary drains and swales.
- "Velocity Reduction" through measures such as slope roughening/terracing.
- "Sediment Trapping/Filtering" through use of silt fences, straw bale and sand bag filters, and sediment traps and basins.

Most of these BMPs are incorporated in the development standards of the Development Plan.

### **California Safe Drinking Water Act (CA SDWA)**

The California Safe Drinking Water Act (CA SDWA) was passed to build on and strengthen the federal Safe Drinking Water Act (SDWA). The CA SDWA authorizes the state's Department of Health Services (DHS) to protect the public from contaminants in drinking water by establishing maximum contaminant levels (MCLs) that are at least as stringent as those developed by the U.S. EPA, as required by the federal SDWA. The California DHS lists any contaminants that may have any adverse health effects, based on expert opinion, and may occur in public water systems, including all the substances for which federal MCLs exist.

### **4.12.3 STANDARDS OF SIGNIFICANCE**

The City of Mt. Shasta, with reference to Appendix G of the CEQA Guidelines, has determined that a project may have significant impacts related to hydrology and water quality if it does any of the following:

- Violate any water quality standards or waste discharge requirements.
- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.
- Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.
- Otherwise substantially degrade water quality.
- Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.
- Place within a 100-year flood hazard area structures which would impede or redirect flood flows.
- Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of a failure of a levee or dam.
- Inundation by seiche, tsunami or mudflow.

#### **4.12.4 METHODOLOGY**

The Hydrology and Water Quality Section of this EIR addresses the impacts to hydrology and hydrologic resources as a result of the proposed project, which consists of a minor revision of the City's General Plan. The hydrology and water quality analysis is based on a review of existing literature, regulatory framework, USGS quadrangle maps and aerial photographs.

#### **4.12.5 IMPACTS AND MITIGATION**

##### **STORM WATER RUNOFF GENERATION AND WATER QUALITY**

**Impact 4.12.1:** The project may violate water quality or waste discharge requirements or otherwise substantially degrade water quality, create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. This impact is considered *less than significant*. [LS]

## 4.12 HYDROLOGY/WATER QUALITY

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The proposed revision of the City's existing General Plan will have minimal impacts on the water quality within the project area. Policies and Implementation Measures included under Goal OC-10 and Goal SF-2 of the revised General Plan are designed with the intention of protecting water quality and ensuring that the City and local developers meet waste discharge requirements in an effort to reduce pollution and water quality degradation.

Although the proposed project does not include any earth-moving activities the General Plan is the basis for all future development within the City. All future projects will be subject to CEQA and those that disturb more than one acre of land are required to obtain a Stormwater Pollution Prevention Permit (SWPPP) from the Regional Water Quality Control Board, Central Valley Region. The SWPPP will require best management practices for reducing soil erosion, runoff and degradation of water quality during construction activities. See EIR **Section 4.4 Geology and Soils** for more discussion. Goals and policies included within the revised General Plan in addition to the existing state, federal and local regulatory framework will result in a *less than significant* impact to water quality.

**Impact 4.12.2:** The project could substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. This impact is considered *less than significant*.  
[LS]

The proposed General Plan revisions do not substantially change the land use designations contained in the City's 1993 General Plan. Therefore, the revision would not result in more intense development than has already been proposed. The revised General Plan Land Use Element, in summarizing issues related to the City's Master Water Plan, acknowledges that the City has challenges that need to be resolved concerning its water system capacity. Concerns with the water system primarily concern storage and distribution and are not particularly concerned with groundwater supplies and groundwater recharge. The revisions of the General Plan themselves would not result in a substantial depletion of groundwater supplies or interfere with groundwater recharge, nor has evidence been shown that there would be a net deficit in aquifer volume or a lowering of the groundwater table. The proposed project will have a *less than significant* impact on groundwater supplies and recharge.

**Impact 4.12.3:** The project could substantially alter the existing drainage pattern, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off site, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site. This impact is considered *less than significant*. [LS]

The proposed revisions to the General Plan do not substantially change the land use designations contained in the City's 1993 General Plan. Therefore, the revisions would not result in more development than has already been proposed. The project will not result in a significant alteration of the existing drainage pattern as identified in the

existing 1993 General Plan since there is no substantial change in land use designations. This impact is considered to be *less than significant*.

**Impact 4.12.4:** The proposed project may create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. This impact is considered to be *less than significant*. [LS]

The proposed revisions to the General Plan Land Use Element do not substantially change the land use designations contained in the City's 1993 General Plan. Therefore, there will be little change in the location, density and type of planned growth as identified in the City's 1993 General Plan. Policies and Implementation Measures included under Goal SF-1 are designed to protect people and property from the hazards of flooding. The revision of the City's existing general plan will result in a minimal impact on runoff and storm water drainage within the City. This impact is considered to be *less than significant*.

#### EXPOSURE OF STRUCTURES AND FACILITIES TO FLOOD HAZARDS AND POTENTIAL DAMAGE

**Impact 4.12.5:** The project will not place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation. *No impact*. [NI]

The project description for the current project does not include construction of housing. Therefore there is *no impact*.

**Impact 4.12.6:** The project will not place structures within a 100-year flood hazard area which would impede or redirect flood flows. *No Impact*. [NI]

The project description for the current project does not include construction of structures. Therefore there is *no impact*.

**Impact 4.12.7:** Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam, inundation by seiche, tsunami or mudflow. This impact is considered to be *less than significant* [LS].

There are no dams upstream of the City of Mt. Shasta, therefore there is no risk of seiche or dam failure. There exists the potential for mudflow as a result of volcanic activity, although the potential for impacts from major mudflows are not considered by the City to be a constraint to land use. Additionally, the minor changes to land use as a result of the General Plan revision are not substantial and will not increase risks substantially above those planned for in the 1993 General Plan. Please see EIR **Section 4.4, Geology and Soils** and EIR **Section 4.5, Hazards** for a more extensive discussion related to mudflow hazards. This impact is considered to be *less than significant*.

## 4.12 HYDROLOGY/WATER QUALITY

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### CUMULATIVE IMPACTS

No cumulative impacts associated with hydrology and water quality have been identified.

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## **5.0 ALTERNATIVES**

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## **5.1 PURPOSE AND METHODOLOGY**

The CEQA Guidelines state that an Environmental Impact Report for a proposed project should describe and analyze a reasonable range of alternatives. An EIR should consider alternatives that would feasibly attain most of the basic objectives of the project but avoid or substantially lessen any of the significant environmental effects of the project. The purpose of this process is to provide decision makers and the public with a discussion of environmentally sensitive options, and to document that other options were considered within the review process (CEQA Guidelines, Section 15126 [d]).

To that end, this section identifies and examines the primary alternative to the proposed project, which is the "No Project" alternative. Environmental impacts associated with this alternative are compared with those that would result from implementation of the Draft Plan. This summary also includes identification of an "environmentally superior" alternative.

## **5.2 DEVELOPMENT OF THE ALTERNATIVES**

Recognition of alternatives for a General Plan revision is substantially different than formulating alternatives for a development project such as a subdivision. For example, it is not an option that a "No Project Alternative" would result in the City not having a general plan. Pursuant to Government Code Section 65300, every city must adopt a comprehensive, long-term general plan that covers the jurisdiction's entire planning area and addresses the broad range of issues associated with a city's development.

A limiting factor for consideration of alternatives for the Mt. Shasta General Plan is the focus of the City's objectives for amending the General Plan. For example, it is not an objective of the City to consider significant changes in the land use designations of the 1993 General Plan. Therefore, it would not be within the scope of the objectives for the general plan revision project to consider a broad range of alternative land use designations for particular properties.

One possible alternative might have been to only consider planning issues within the city limits and to not include policies pertaining to the unincorporated area outside the city. Certainly, the City's policies that address planning issues outside its corporate limits are constrained to the extent of the City's lack of jurisdiction outside the city limits. Furthermore, there are several planning issues concerning land outside the city limits that are, in many ways, more problematic than issues within the City. For example, the approval by the county of large-lot residential projects in the City's sphere of influence that utilize septic tank systems is a concern, but is outside the jurisdiction of the City. In addressing the establishment of a city's general plan planning area, the California *General Plan Guidelines*, with reference to Government Code Section 65300, notes, "The plan must cover the territory within the boundaries of the adopting city or county as well as 'any land outside its boundaries which in the planning agency's judgment bears relation to its planning'." Therefore, although the City may not have direct jurisdiction concerning development outside the city limits, an alternative that would

## 5.0 ALTERNATIVES TO THE PROJECT

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refrain from addressing those issues was not selected. The draft plan continues to express concern over planning issues that relate to the City and encourages cooperation from the County concerning zoning, approval of development projects, and applied development standards within the City's sphere of influence. The City's General Plan planning area is the same area addressed in the 1993 General Plan.

Another limiting factor concerning the identification of planning alternatives is the objective that alternatives should be identified "that avoid or substantially lessen any of the significant environmental effects of the project." As evaluated in Section 4 of this EIR, the proposed amendments to the City of Mt. Shasta's General Plan will have no significant environmental effects above and beyond the effects that are already possible under the current general plan. Therefore, it was not necessary to formulate theoretical alternatives to avoid or substantially lessen significant environmental effects.

CEQA requires one alternative of an EIR to be a "no project alternative" describing the program preceding the project. Given the objectives of the City's efforts to update and revise its General Plan, the No Project Alternative is the only comprehensive alternative identified for the EIR.

### 5.3 NO PROJECT ALTERNATIVE

The No Project Alternative would be that the City would not update and amend its 1993 General Plan and would continue to make land use decisions based on a plan that is almost fourteen years old. Whereas the City has found that implementation of the current General Plan has been difficult at times and that the plan needs clarification in a number of areas, the needed clarification would not be provided by the No Project Alternative.

One of the objectives of the draft General Plan revision is to maintain a strong continuity between the current, 1993 General Plan, and an updated plan that more fully satisfies the demands of the City's planning needs. To that end, many provisions of the 1993 General Plan have been retained. The revised plan addresses planning issues that were not addressed in the 1993 General Plan, and goes into more detail about several issues that were recognized in the 1993 plan, but which call for clearer policies and more effective programs.

In the case of both the proposed project and the No Project Alternative, future development projects will be required to undertake project-specific and site-specific analysis pursuant to the California Environmental Quality Act (CEQA).

The following analysis discusses the substantive differences of the two alternatives in the context of environmental impacts.

**COMPARATIVE ANALYSIS - NO PROJECT ALTERNATIVE VERSUS DRAFT PLAN****Land Use**

The proposed project does not propose any more or less development than the No Project Alternative, which would retain the 1993 General Plan without revision. The proposed revision does not change land use designations that would propose or encourage development in any areas where such development is not already proposed in the current General Plan. Furthermore, the permitted densities and intensities of the land use designations are not proposed to be substantially changed in ways that would have significantly more or less impacts than the current plan.

One of the more substantive differences between the proposed project and the previous plan is that policies in the 1993 General Plan that severely restricted densities based solely upon the road classification (pursuant to what was "Table E, Population Density and Building Intensity") has been replaced by policies and new standards that evaluate the capacity of all of the public services, not just the road classification. This change in policy removes an impediment to development at the stated general plan and zoning densities that apply to a specific parcel. The new approach would eliminate confusion of property owners that have property zoned for higher density but that, because of the 1993 policy, can only build at single family densities. The proposed project will result in improved planning consistency with the City's Housing Element, a more compact urban form, and will require less annexation to meet the development needs of the future population. The no project alternative would not eliminate this policy and therefore would result in a less compact urban form, requiring more annexation and a more expensive public service system.

Both the current General Plan and the proposed revision express concern with ensuring that adequate infrastructure and public services are provided to serve future development, although the proposed revision says more to emphasize concern for this issue. For example, the current General Plan said very little about the need to ensure the adequacy of the City's water system as the community grows. The proposed revision adds Goal LU-18 to: "Maintain a water supply and distribution system that meets drinking water standards and that serves the domestic and fire protection needs of the community." This goal is supported by related policies and implementation measures that were not included in the 1993 General Plan and, therefore, would not be included in the No Project Alternative.

Although the Land Use Element of the proposed revision recognizes the same Resource Land areas as the 1993 General Plan, the proposed draft goes into more detail than the current plan in expressing concern over the ambiguities of the County's General Plan land use designations (i.e., the County's "Woodland Productivity" designation) and the range of allowed land uses that are not consistent with goals for protection and management of natural resources, including protection of scenic resources. Even though the actions of the proposed project are still dependent on the cooperation of the County for effectiveness, the No Project Alternative would be less effective in attempting to mitigate related impacts on natural resources.

## 5.0 ALTERNATIVES TO THE PROJECT

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Another comparative issue between the draft plan and the No Project Alternative (i.e., the 1993 plan) concerns the issue of the Spring Hill Area. The proposed general plan revision contains a new section in the Land Use Element to address some of the unique issues involved with future development in the Spring Hill Area. Goal LU-20 is, "To establish a clear path for subsequent development of the Spring Hill Area and provision of adequate infrastructure to support that development." This is intended to help the City focus on development issues and to consider a special planning program for this area, which culminates in the proposal (Policy LU-10.1) that a specific plan will be required for this area.

The No Project Alternative would continue to lack discussion of, or a requirement for, preparation of a specific plan for the Spring Hill Area as a General Plan policy, although it would still be an option of the City to require or otherwise facilitate preparation of such a plan when development is proposed. Without a specific plan, however, the City will have greater difficulty in addressing development and environmental issues in a comprehensive program. The Spring Hill Area would still be allowed to be developed, with or without a specific plan, but development and installation of infrastructure will not be as coordinated as it would be with the benefit of a specific plan. It is therefore expected that the mitigation of environmental impacts related to development of the Spring Hill Area would be less effective under the No Project Alternative, or under any partial alternative that does not require a specific plan, than it would through the proposed project.

One additional difference concerning the issue of land use is that the proposed revision would change the land use designation for the city-owned Roseburg property. The revision would change the current "Employment Center" and "Commercial Center" land use designations of the former Roseburg parcels, as was designated in the 1993 General Plan, to a "Mixed Use-Planned Development" designation. The MU-PD designation will provide greater flexibility in developing a compatible mixture of land uses, and would better compliment the existing PUD (Planned Unit Development) zoning of the property. The No Project Alternative would retain a more rigid separation of possible land uses and would suggest that Employment Center uses (e.g., industrial uses) should be developed on portions of the property that are clearly not suitable for such development.

### Circulation

The routes indicated on the Circulation Map in the General Plan revision project (**General Plan Figure 4-1**) includes minor updates, modifications and clarifications of the Circulation Map in the 1993 General Plan. Proposed routes on the revised map are conceptual as they were on the 1993 Circulation Map. However, some road routes indicated on the 1993 Circulation Map (e.g., a proposed road through the Spring Hill Mine) are now obsolete.

The 1993 General Plan Circulation Element addressed the need for project developers to help mitigate traffic-related impacts when it is demonstrated that the impacts of

proposed projects will have significant impacts on traffic levels of service. Related provisions in the draft revised Circulation Element support and clarify these requirements. Thus, the No Project Alternative would be less effective, but not entirely inadequate, in mitigating related traffic impacts.

The revised Circulation Element in the proposed project has more to say about planning for non-motorized circulation than is addressed in the 1993 General Plan, but neither version actually includes a detailed trails and/or bikeways plan.

The environmental consequences of the Circulation Element in both alternatives are fairly neutral. Specific projects, including conceptual new road segments, will require project-specific CEQA analysis when adequate site-specific information is available to better identify and consider potential environmental impacts.

### **Open Space/Conservation**

One issue that the draft plan addresses in more detail than the current plan is the issue of scenic resources. Although the 1993 General Plan recognized “scenic viewsheds”, it provided few policy statements that proposed to protect this resource. In the proposed General Plan revision (Open Space/Conservation Element, Section C), the draft proposes a “Viewshed Strategy” and then proposes that this strategy be implemented with new specific policies. Because most of the recognized scenic viewshed areas are located outside the city limits, the thrust of these policies concerns encouraging the County to help protect these resources by, in part, clarifying the framework and consistency of the County’s general plan land use designations with its zoning and land use decisions. Even though the proposed policies are largely dependent on cooperation from the County for effectiveness, the No Project Alternative would be less effective in attempting to mitigate related impacts.

### **Safety**

The proposed General Plan revision expands upon and updates the safety concerns that were raised in the Safety Element of the 1993 General Plan. For example, the revised plan incorporates references to the *Mt. Shasta Area Community Wildfire Protection Plan* (2005). The two alternatives are fairly neutral in the context of creating or aggravating potentially significant environmental impacts. The No Project Alternative would result in a failure to update the City’s General Plan concerning safety issues and related policies.

### **Noise**

As is true with most of the proposed General Plan revision (the proposed project), concerning noise impacts, the proposed draft would serve to clarify and strengthen the provisions of the current plan (the No Project Alternative) in achieving the goals of the General Plan. In the case of the Noise Element, the primary goal is Goal NZ-1: “Protect residents from the harmful and annoying effects of exposure to excessive noise.” The

## 5.0 ALTERNATIVES TO THE PROJECT

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revised “Noise Standards for New Uses Affected by Non-Transportation Noise” (Table 7.4) and “Noise Standards for New Uses Affected by Traffic and Railroad Noise” (Table 7.5) refine the standards of the 1993 General Plan and update them to be more consistent with contemporary standards used by many jurisdictions. In turn, the update will enable the City to more effectively accomplish the primary goal and thereby would be more effective in mitigating noise impacts than the No Project Alternative.

### Public Services

The proposed project supports preparation of infrastructure plans and further establishes policies to keep the plans current. Other policies in the plan will result in a more compact urban form that will enable the City to provide services in a more cost effective and efficient manner. Urban sprawl, brought about by very low density development that consumes large amounts of land to provide housing, results in more roadways and longer infrastructure lines with fewer customers to off-set the cost of construction and maintenance. Very low density housing is more costly to develop, which makes it more difficult for the City to meet its regional housing needs pursuant to the Housing Element, including the provision of more affordable housing. The removal of the policies that essentially limited nearly all development in the City to six units per acre (i.e., per what was Table E), will enable the City to provide more efficient public services. The No Project Alternative would continue the misguided density limitations and make it more expensive to provide services and more difficult for the City to meet its regional housing needs.

### 5.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The proposed project, in the form of a revision of the City of Mt. Shasta’s 1993 General Plan, does not propose any more or less development than the No Project Alternative, which would be retention and continued use of the 1993 General Plan. However, since the general intent of the proposed project is to clarify the City’s policies concerning development and the protection of resources within the City’s planning area, and to enable the City to be more effective in achieving its planning goals, the net result is that the draft plan will be more effective in providing the City with policies and implementation tools to avoid or mitigate potentially significant environmental impacts. The Draft Plan revision will help the City review development proposals with more thorough standards and the City will be able to more effectively identify and consider potential impacts than it can with the 1993 Plan. Furthermore, the No Project Alternative would be less effective in assisting the City in complying with related State laws and requirements. In fact, by not updating its General Plan, the City would, in time, find itself to be less in compliance with State planning law than it will be with adoption of the proposed revision.

It is therefore concluded that adoption of the proposed project (i.e., the updated and revised General Plan) is the environmentally superior alternative.

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## **6.0 OTHER SECTIONS REQUIRED BY CEQA**

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## **6.1 CUMULATIVE IMPACTS**

As stated in CEQA Guidelines Section 15130(a), an environmental impact report must discuss cumulative impacts when the incremental effect of a project is cumulatively considerable. CEQA Guidelines Section 15355 defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." "Cumulatively considerable" means that the incremental effects of an individual 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 (CEQA Guidelines Section 15065[c]). Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time (CEQA Guidelines Section 15355[b]).

Section 15130(b) of the CEQA Guidelines identifies the following three elements as necessary for an adequate cumulative impact analysis:

- 1) A list of past, present and probable future projects producing related or cumulative impacts, including if necessary those projects outside the control of the agency (list approach); or a summary of projections contained in an adopted General Plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact (plan approach).
- 2) A summary of expected environmental effects to be produced by those projects, with specific reference to additional information stating where that information is available.
- 3) A reasonable analysis of the cumulative impacts of the relevant projects. An EIR shall examine reasonable and feasible options for mitigating or avoiding the contribution of a proposed project to any significant cumulative effects.

The CEQA Guidelines require the use of only one method of cumulative analysis - the list approach or the plan approach. For this EIR, the plan approach was utilized. This is appropriate since the proposed project is, in fact, a General Plan revision and not a physical development project.

It should be noted that in a number of cases in **Section 4.0, Environmental Setting, Impacts and Mitigation Measures**, the evaluation of particular impacts also includes consideration of related cumulative impacts. This was done because some cumulative impacts are basically extensions of certain project site-specific impacts and it is more conducive to analyze the project's contribution to particular cumulative impacts in the context of project impacts as a whole.



## 6.0 OTHER SECTIONS REQUIRED BY CEQA

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The EIR may determine that a project's contribution to a significant cumulative impact is *de minimis* and thus not significant. A *de minimis* contribution means that the environmental conditions would essentially be the same whether or not the proposed project is implemented. (CEQA Guidelines, sec. 15130(a)(4). This distinction is important in terms of the current project because, in nearly all cases, the impacts of adopting the proposed revisions in the 1993 General Plan are expected to be no different and, in many cases, are expected to be less significant than what might occur if the City's General Plan policies and implementation measures are not revised.

The issue of evaluating cumulative impacts is more relevant to considering the approval of physical projects (e.g., a subdivision or use permit for a large facility) when the impacts of such a project can be analyzed concerning its cumulative relationship with other projects in the area. The proposed adoption of revisions in the City of Mt. Shasta's General Plan is not a development project.

### CUMULATIVE IMPACT ANALYSIS

When analyzing the potential environmental effects of the plan, many of the impacts identified are also recognized as cumulative in nature because they are caused by long-term implementation of the General Plan's policies and the planning area is larger than the City itself. Under this premise, potential cumulative impacts are discussed throughout the EIR and are largely mitigated by the policies and implementation measures of the proposed plan identified therein. The following summary is intended to further focus the discussion of significant cumulative effects in the context of the various environmental topics.

### Land Use

Revision of the 1993 General Plan policies that restrict the density of development to 6 units per acre (unless the land is accessed from a collector or arterial street) will result in development that is more consistent with the densities allowed by existing zoning and general plan designations. The revised General Plan requires that the capacity of all of the public services be evaluated in the project specific environmental process to determine if the proposed density of development is appropriate. In that context, traffic would be addressed not simply in terms of the "classification" of the street (i.e., whether or not it is an arterial or collector), but would instead consider more specifically how the traffic that would be generated by proposed projects would affect the actual "level of service" of local streets and intersections.

In all instances, the General Plan revision allows the *existing* zoning to be implemented at the allowable density, provided the services are available to meet the projected need. The intent is to eliminate property owner confusion over land that is designated and zoned for multiple family uses, but restricted to single family density due solely to the roadway classification. As noted in Section 4.3, Transportation, of this EIR, the projected volumes of traffic are so low throughout the community that, in most instances, the addition of a duplex or triplex consistent with existing zoning will not result

in an unacceptable level of service. The previous general plan policies would require substantially more area to provide housing for the same number of residents. This could have led to urban sprawl and less efficient provision of public services, which would suggest greater cumulative impact.

The City's historic growth rate may not be an accurate projection of future growth. The 0.35 percent annual growth rate is well below that of the state as a whole, and may in fact increase as more people and employers (who will need more employees) are attracted to the south county region. If the City begins to grow rapidly, many of the public services will need to be evaluated to ensure that capacity can keep pace with the growth. The full buildout capacity of the City's planning area is roughly 17,625 people which, in the context of projections for the year 2025, is well above both the historic growth rate and the General Plan's anticipated average annual growth rate of two percent.

Some of the areas of the plan that are likely to experience much of the City's growth currently have public service and access constraint issues that need to be resolved. In the case of the Spring Hill area, the revised general plan calls for a specific plan to address constraints and deficiencies, as well as to more effectively take advantage of development opportunities. Development of the Roseburg Property is subject to planned development zoning that establishes the proposed uses on the land. The revised General Plan proposes to alter the general plan designations on the Roseburg property to a "Mixed Use-Planned Development" designation to enable a wider range of land uses on the city-owned property. It is possible that a mix of commercial, professional office, conference, visitor center and residential uses would be appropriate and desirable on this site. The final uses will likely require modifications to the zone district on some portions of the property and accompanying project-specific environmental review. The addition of residential uses at the Roseburg site will change some of the on-site design characteristics, but will likely reduce off-site impacts attributable to traffic, noise and air quality. Almost all uses that are contemplated under the mixed use-planned development designation will be less impacting than what may be proposed under the current "Employment Center" and "Commercial Center" designations. At a cumulative level, these revisions concerning Spring Hill and the City's Roseburg property will not have significant cumulative issues and will, in fact, serve to address and lessen some impacts that might otherwise be expected.

Another area that will require further review and consideration by the City is the land west of Interstate 5 and north of Hatchery Lane. This land is proposed to remain designated commercial with the current "unclassified" zone district. Under that zoning, all uses require a conditional use permit. The property is visible from Interstate 5 and has been the subject of previous development proposals and litigation. While the proposed project will not alter the existing land use and zoning of the property, it is likely that development pressure will occur over the term of the plan. It could be a candidate for a "mixed use-planned development" proposal, but a detailed development plan would be needed to clarify and obtain approval of proposed use.

### **Circulation**

As noted in the traffic section of this EIR, the amount of population growth within the City is so small that the traffic network is expected to remain within acceptable levels of service within the next twenty years. This does not suggest that substantial amounts of additional traffic signals or road widening will not be required, but these are likely to be a function of specific development requests rather than as a result of growth in the City.

No circulation impacts related to adoption of revisions of the Mt. Shasta General Plan are expected to have significant cumulative impacts.

### **Biology**

With the exception of wetlands, there appear to be few significant biological constraints to development within the city limits. There are more opportunities for constraints and impacts to resources outside the city limits. Development outside the city is under the jurisdiction of the County of Siskiyou. In the cumulative context, there may be larger, regional issues that relate to the future development of the planning area such as the water quality of the Sacramento River and perhaps impacts to the regional deer population (e.g., from development in fawning areas). The potential for biological impacts will need to be evaluated on a project and site-specific basis for proposed projects both in and outside the city. However, there are expected to be no distinct and significant cumulative impacts related to biological resources as a result of adoption of the proposed revisions of the Mt. Shasta General Plan.

### **Air Quality**

The impacts of future development on air quality will be addressed by the Siskiyou County Air Pollution Control District. Siskiyou County is part of the Northeast Plateau Air Basin. The Basin currently has no air quality plans by which jurisdictions within must abide. The District monitors air quality and has the responsibility of enforcing federal and state air quality regulations at the local level. Therefore, impacts to air quality in the planning area are already being evaluated in the "cumulative" context. No air quality impacts related to adoption of revisions of the Mt. Shasta General Plan are expected to result in significant cumulative impacts.

### **Public Services**

Because of the physical setting of the City of Mt. Shasta and the planning area, public services as addressed in the General Plan are generally confined to the City and/or the immediate project area. The component of public services that may have the greatest potential for cumulative impacts is the wastewater system since it serves both the City and some unincorporated areas outside the City.

The wastewater disposal and treatment system is a regional sewage treatment system, located approximately two miles south of the city limits, that was completed in 1976. The City manages the treatment plant.

The City completed a *Wastewater Treatment Plant Capacity Evaluation* report in 2003. The report concluded that the plant is currently operating at 80% capacity and, for the treatment plant to reach its existing design capacity, improvements need to be made. The report also addressed the need for increased capacity of the wastewater collector and interceptor lines, some of which are currently at capacity during wet weather conditions. On September 26, 2005, the City Council of the City of Mt. Shasta declared an emergency moratorium on sewer connections to the City's sewer collection system. The decision was reached based on input received from the California Regional Water Quality Control Board regarding violations of discharge permits, specifically manhole overflows, and the possible imposition of significant fines and other penalties as a result of such violations.

Most of the area outside the city limits is served by individual septic tank systems. In many areas, leachfields are failing because of the high water table and soil constraints. Systems to the west of the city are especially subject to failure. Over time, it is expected that proposals will be made to connect additional areas outside the city to the waste water treatment system in addition to the need for future development within the City itself to connect to that system.

Under Goal LU-16 in the revised General Plan, the City addresses the need to maintain a wastewater collection system and treatment plant that serves the needs of the community. Related Policy LU-16.1 states that the City will, "Ensure that the growth of the community does not outstrip the capacity of the wastewater collection system and treatment facility." The City will need to work closely with the County to make sure that the implementation of this goal and policy is addressed in the cumulative context. It is expected that the County will need to be more progressive in addressing the future need for development outside the city to connect to the system. More specific environmental analysis will be needed to address a wide range of potential impacts related to expanding the service area of the treatment facility.

In conclusion, it is premature to conclude that there is a significant potential cumulative impact issue concerning wastewater treatment in the planning area. This is because such a conclusion would require speculation on what the County will or won't do in terms of continuing to approve development projects that utilizes septic tanks, or whether the County will become more progressively involved in expanding the capacity and service area of the treatment facility and collection system. It is therefore concluded that adoption of the revision of the Mt. Shasta General Plan will not result in significant cumulative impacts on public services. However, future actions by the County concerning development within the planning area (which may, in fact, be inconsistent with the City's General Plan) may result in such impacts.

## 6.0 OTHER SECTIONS REQUIRED BY CEQA

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### 6.2 GROWTH INDUCING IMPACTS

Pursuant to CEQA, an EIR needs to discuss how a proposed project could induce growth (Public Resources Code Section 21100(a)(5)). Growth inducement is sometimes characterized as secondary or indirect project impacts. A project may induce growth in several different ways. It may directly or indirectly fosters economic or population growth, such as the construction of additional housing. It may remove obstacles to population growth or would place new demands on infrastructure to the extent that the construction of new facilities would be necessary. It may also encourage other projects that would, in turn, cause significant environmental effects. It must not be assumed that growth in any area is necessarily beneficial, detrimental or of little significance to the environment (CEQA Guidelines Section 15126.2[d]). A recommended approach to evaluating growth-inducing impacts involves the following steps:

- 1) Estimate amount, location and time frame of growth to occur as a result of the project.
- 2) Apply impact assessment methodology (either quantitatively or qualitatively).

A project EIR need not evaluate general growth within a community if that growth is not caused, in part, by the project being evaluated.

The proposed project is a revision of the City of Mt. Shasta's 1993 General Plan. For the sake of continuity, most of the policies of the 1993 are proposed to be retained, or are only slightly modified with no substantial change in the overall effect of those policies. This is generally true of the land use designations contained in the General Plan. The only changes to the land use designations from the 1993 plan are to recognize the mixed use potential of the Roseburg Property, and to reflect existing approved development on Everitt Memorial Highway and the Dannon industrial use on Ski Village Drive. Virtually all physical development, including residential, commercial and industrial uses, that might appear to be made possible by the draft General Plan revision is already made possible by the 1993 General Plan.

Furthermore, as a policy document, the General Plan does not actually "propose" land use projects. It indicates where proposals for certain types of land uses may be considered, and it provides guidelines for development standards and requirements that will help mitigate the impacts of such development, if and when it is proposed, on community services and natural resources.

An important factor concerning the land use designations and policies of the Mt. Shasta General Plan are that it contains: 1) provisions that apply to land within the city limits, over which the City has jurisdiction, and 2) provisions that apply to the portions of the planning area outside the city limits. The proposed revision will not have growth inducing impacts concerning land within the city limits because those lands are already designated for development.

For those areas outside the city limits, the City does not have direct land use authority. This point is instrumental concerning any attempt to assess the possible “build-out” of land in the county’s jurisdiction related to the City’s proposed revision of its General Plan. The City’s General Plan expresses concern with what appears to be ambiguities in the County’s General Plan as it applies to the City’s planning area and sphere of influence. Perhaps the most significant issue is the County’s lack of distinct land use designations. It is possible for the County to have Timber Production Zoning, approve residential subdivisions with parcels down to 2½ acres (and, in some cases, one acre) in size, and allow commercial development under the same land use designation of “Woodland Productivity”. This is the principal County land use designation in the City’s planning area and sphere of influence.

Given the County’s General Plan situation, it cannot be said that the City’s General Plan or revision of that Plan is growth inducing as it relates to the planning area outside the city limits. The City’s General Plan acknowledges areas where rural residential or low-density residential development is already occurring. The City’s Plan also calls for the County to be more consistent with the resource management intent of policies on what the City considers to be “Resource Lands” unless and until the County designates land for more specific development purposes.

### **6.3 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL EFFECTS**

Public Resources Code Section 21100(b)(2)(A) requires an environmental impact report to include a statement setting forth any significant effects on the environment that cannot be avoided if a project is implemented. CEQA Guidelines Section 15126.2(b) states that such impacts include those that can be mitigated but not reduced to a less than significant level. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be described. The analysis in Section 4 of this EIR, however, did not reveal any direct environmental impacts that were considered to be “significant”. Therefore, no significant and unavoidable impacts have been identified as a result of the proposed project.

### **6.4 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES**

Public Resources Code Section 21100(b)(2)(B) requires an environmental impact report to include a statement setting forth any significant effects on the environment that would be irreversible if a project is implemented. Guidance on the discussion of significant irreversible environmental changes is available in CEQA Guidelines Section 15126.2(c). The proposed project consists of the revision of the City’s existing General Plan.

It is acknowledged that the growth of an incorporated city may be considered to be a form of irreversible change, to the extent that paving streets and parking areas and constructing infrastructure and buildings is “irreversible”. Such growth is to be expected and an incorporated City is the appropriate place for such growth. It may also be said

## 6.0 OTHER SECTIONS REQUIRED BY CEQA

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that a City's General Plan, revised or not, contributes to land use decisions and development that ultimately may be considered to contribute to "irreversible environmental changes". However, the act of determining the "significance" of such changes concerns many site-specific and project-specific issues.

The General Plan changes proposed in the current revision will not directly result in any greater degree of impact than is already possible pursuant to the 1993 General Plan. No lands are being designated for potential development, of one type of land use or another, where some form of development is not already allowed (according to existing planning policy and/or zoning), or where substantial development has not already taken place.

Furthermore, the land use designations and policies of the General Plan are not, in and of themselves, "irreversible". For example, the General Plan may designate that a piece of land may be developed for "high-density residential use". However, development projects will usually be subject to some form of environmental review and a project approval process. Also, the City may decide, at some point in the future, to further revise the General Plan and "reverse" its land use designation. Therefore, the act of adopting a land use designation is not, per se, "irreversible".

Therefore, the determination is that the proposed revision of the City's General Plan will not result in significant irreversible environmental changes.

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## **7.0 REPORT PREPARERS**

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## **7.1 PREPARERS OF THE EIR**

This Environmental Impact Report (EIR) was prepared for the City of Mt. Shasta by Pacific Municipal Consultants. Staff members who contributed to the preparation of the Draft EIR are identified below:

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## **8.0 REFERENCES**

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## 8.1 REFERENCES

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## **9.0 ACRONYMS**

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## 9.1 LIST OF ACRONYMS AND ABBREVIATIONS

The following acronyms and abbreviations have been used throughout the City of Mt. Shasta General Plan Update Environmental Impact Report. These have been defined at their first mention in each captions/sections.

**TABLE 9.0-1  
ACRONYMS AND ABBREVIATIONS  
CONTAINED WITHIN EIR**

<b>Acronyms/Abbreviations</b>	<b>Definition</b>
ACOE	Army Corps of Engineers
ADT	Average daily traffic
APCD	Air Pollution Control District
APN	Assessor's Parcel Numbers
AQAP	Air Quality Attainment Plan
AQMD	Air Quality Management District
ARB	California Air Resources Board
AWSC	All-Way Stop-Controlled intersection
BAMM	Best Available Mitigation Measures
CAA	California Clean Air Act
CAAQS	California ambient air quality standards
CCAA	California Clean Air Act
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
CGS	California Geological surveys
CNDDB	California Natural Diversity Database
CNEL	Community noise equivalent level
CNPS	California Native Plant Society
CO	Carbon Monoxide
Corps	Army Corps of Engineers

## 9.0 ACRONYMS

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Acronyms/Abbreviations	Definition
CRHR	California Register of Historic Resources
CRMP	Coordinated Resource Management and Planning Group
CVRWQB	Central Valley Regional Water Quality Control Board
CWA	Clean Water Act
DB	Decibel
DbA	A-weighted decibel scale
DBE	Design Basis Earthquake
DEPM	Diesel exhaust particulate matter
DFG	California Department of Fish and Game
DEIR	Draft environmental impact report
DTSC	Department of Toxic Substances Control
DUE	Dwelling unit equivalent
EIR	Environmental impact report
EPA	Environmental Protection Agency
FEIR	Final environmental impact report
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
GIS	Geographical Information System
GPS	Global Positioning System
HAP	Hazardous air pollutants
HCS	Hazard communication standard
I-5	Interstate 5
ITE	Institute of Transportation Engineers
IWMP	Integrated Waste Management Plan
kV	Kilovolt
L <sub>dn</sub>	Day-night average noise level
L <sub>eq</sub>	Energy-equivalent noise level
LS	Less than significant
M	Magnitude
MCL	Maximum contaminant level

Acronyms/Abbreviations	Definition
MDD	Maximum daily demand
MDBM	Mount Diablo Base Meridian
mgd	Million gallons per day
mg/m <sup>3</sup>	Milligrams per cubic meter
MMP	Mitigation Monitoring Program
MSL	Mean sea level
NAAQS	National ambient air quality standards
NAHC	Native American Heritage Commission
NO <sub>x</sub>	Oxides of Nitrogen
NOC	Notice of Completion
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NSR	North State Resources
NSVAB	Northern Sacramento Valley Air Basin
PM <sub>10</sub>	Particulate matter Ozone
PM <sub>2.5</sub>	Particulate matter 2.5 micrometers
PPM	Parts per million
PSM	Potentially significant subject to mitigation.
RWQCB	Regional Water Quality Control Board
SEL	Sound exposure level
SHPO	State Historic Preservation Office
SMM	Standard mitigation measures
SU	Significant and unavoidable
SWPPP	Storm Water Pollution Prevention Water Plan
TEQ	Toxic equivalents
TWSC	Two-way Stop Controlled intersection
UBC	Uniform Building Code
ug/m <sup>3</sup>	Micrograms per cubic meter
UPRR	Union Pacific Rail Road
USACE	U.S. Army Corps of Engineers
USFS	United States Forest Service
USFWS	U.S. Fish and Wildlife Services

## 9.0 ACRONYMS

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Acronyms/Abbreviations	Definition
USGS	U.S. Geographic Society
UTM	Universal Transverse Mercator
VOC	Volatile organic compounds
Vpd	Vehicles per day
VMT	Vehicle miles traveled
WDR	Waste discharge requirements
WWTP	Wastewater treatment plant

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## **APPENDICES**

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**APPENDIX A**

**NOTICE OF PREPARATION**

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To: Agencies and Interested Persons

From: City of Mt. Shasta  
L. Jeff Butzlaff, City Manager

Date: August 22, 2005

Subject: **NOTICE OF PREPARATION:  
DRAFT ENVIRONMENTAL IMPACT REPORT**

Project Title: **CITY OF MT. SHASTA GENERAL PLAN UPDATE**

Comment Period:

The City of Mt. Shasta (the City) is the Lead Agency for preparation of a program-level Environmental Impact Report (EIR) that will address consideration and adoption of general plan amendments to update the City's 1993 General Plan. A draft of the EIR will be prepared and circulated for review concurrently with a draft revision of the General Plan.

The purpose of this Notice of Preparation is to announce that an EIR will be prepared for this project and to request information and comments regarding the environmental information that is germane to you or your agency's statutory responsibilities in connection with the proposed project. In order to ensure that the EIR identifies and addresses all significant issues related to the proposed project, the City invites you to submit written comments and questions about the scope of the environmental impact report. Under Title 14, Section 15082 of the California Code of Regulations, your response, if any, must be received by the City within 30 days of your receipt of this Notice.

All responses should be directed to:

Keith McKinley, Associate Planner  
City of Mt. Shasta  
305 North Mt. Shasta Blvd.  
Mt. Shasta, CA 96067

**Responses must be received by 5:00 p.m. on September 30, 2005.**

Information relating to this project is available for review at the Mt. Shasta City Hall at the address above. Questions may be directed to Keith McKinley at (530) 926-7510.



A scoping meeting will be hosted by the Mt. Shasta Planning Commission at 7:00 p.m. on September 20, 2005, to discuss the scope of environmental issues that should be considered in the EIR. The location of the scoping meeting will be at the Mt. Shasta Community Center, 629 Alder Street, Mt. Shasta.

## PROJECT LOCATION

The City of Mt. Shasta is located in southern Siskiyou County in Northern California, approximately 50 miles north of the City of Redding. Interstate 5 runs through the western edge of the city and State Highway 89 intersects with Interstate 5 just south of the city limits.

The project area consists of the incorporated City of Mt. Shasta and unincorporated lands of Siskiyou County in the vicinity of the City. Attached from the 1993 General Plan is a map depicting the planning area and a map from the 1993 Traffic and Circulation Element.

The City of Mt. Shasta has a population of approximately 3,650. The City's Sphere of Influence is about 80 square miles in size with a population of approximately 7,300.

## PROJECT DESCRIPTION

The project is a general plan amendment to update the City of Mt. Shasta General Plan (General Plan). The principal content of the current General Plan was adopted in 1993. The City proposes to adopt a general plan amendment that will update the existing general plan and provide a legally current, concise and usable document. Where feasible and appropriate, information and policies from the 1993 General Plan will be utilized or adapted for the update. Major changes in land use designations from the 1993 General Plan are not proposed.

In order to consider potential environmental impacts during preparation of the plan, the Draft EIR will be prepared concurrent with the Draft General Plan and released together for review.

The following general plan elements will be updated:

- ☐ Land Use Element
- ☐ Circulation Element
- ☐ Open Space and Conservation Element (Combined)
- ☐ Safety Element
- ☐ Noise Element

The project will also incorporate and ensure consistency with recent revisions of the City's General Plan Housing Element.

The City has recognized the following list of planning issues to identify specific planning concerns that will be addressed in the General Plan update:

### Land Use Issues

- Compatibility of commercial/industrial uses with residential uses (e.g., North Mt. Shasta Blvd.).
- Resolve discrepancies between the general plan and zoning.
- Clarify the correlation of street classifications to development density (e.g., delete, revise or replace Table E of the 1993 General Plan).
- Coordinate with Siskiyou County concerning land use in the sphere of influence, to include consideration of view shed issues (e.g., Rainbow Ridge).
- Need more detailed planning for the Spring Hill area.
- Integrate Roseburg Mill Site plans into the general plan.
- Expand upon architectural design guidelines.
- The City should consider "thresholds of Impacts" and significance as a means of addressing appropriate land uses.
- The City should consider "thresholds of Impacts" and significance for circulation factors as a means of addressing appropriate land uses.

### Traffic and Circulation Issues

- Address long-term planning to accommodate growth, minimize congestion.
- Confirm and update level of service (LOS) ratings and classifications of streets as arterials, collectors, etc.
- Integrate plans for pedestrian walkways and trails with the circulation element and open space issues.
- Coordinate circulation planning with improved public safety access routes (e.g., Rockfellow, Kingston, Nixon).
- Address the compatibility and safety of railroad crossings.
- Address parking provisions throughout the city, not just downtown.

### Conservation/Open Space Issues

- Clarification of existing general plan policies concerning wetland protection, enhancement and mitigation, including wetland banking.
- Clarify open space policies and the action program, especially concerning residential development and related park and recreation needs.
- Expand upon ways to protect scenic resources.

### Safety Issues

- Incorporate provisions of the forthcoming Community Wildfire Protection Plan.
- Address water supply issues (e.g., peak water demand, water pressure, adequacy of fire hydrants).
- Address railroad crossing safety issues.
- Alternate roadways for better connectivity, safety (e.g., Kingston Road).
- Evacuation routes and adequacy of road conditions (e.g., east Rockfellow).
- Address snow removal issues.

### Noise Issues

- Update noise contours, technical study.
- Update narrative discussion of noise issues.
- Update consideration of railroad and highway noise.
- Improve implementation mechanisms (Noise Ordinance).

### **Housing Issues**

- The Land Use Element should coordinate with and support the Housing Element. Address density bonus provisions.
- Support affordability of housing.

### **Public Facilities**

- Need to update discussion of public facilities, at least in the context of land use and services to support land use planning.
- Need to expand upon plans for new public facilities.

Concurrent with the update of the General Plan, the City of Mt. Shasta will also update related development codes and implementation provisions including: the Land Development Code; the Noise Ordinance; Recommendations for Improved Architectural Design Guidelines and; CEQA Implementation Guidelines.

## **POTENTIAL ENVIRONMENTAL EFFECTS**

Because the project consists of the adoption of policies and regulatory provisions and does not include proposals for physical development, the EIR for the update of the Mt. Shasta General Plan will be prepared at a programmatic level. Program EIRs generally analyze broad environmental effects of a proposed program. Future development proposals related to the general plan will be subject to project-specific review of potential environmental impacts when project design information is available.

The EIR will evaluate the potential for the project to result in environmental impacts concerning the following factors:

- Land use compatibility.
- Impacts to community infrastructure including water supply and wastewater systems.
- Impacts to community services including fire and police protection, schools, recreation and other governmental services.
- Impacts on traffic patterns (vehicular and pedestrian), congestion and the need for improvements to traffic facilities.
- Impacts to biological resources including wetlands and endangered, threatened or rare species.
- Exposure of people and property to hazards including flood, seismic and volcanic hazards.
- Impact to scenic and visual resources.
- Impact to archaeological and/or historical resources.
- Air quality impacts.
- Impacts related to increase in noise.
- Growth-inducing impacts.
- Expected significant irreversible changes due to the proposed project.

Additional environmental concerns may be recognized as the Draft General Plan revision is being prepared and in consideration to responses to this Notice of Preparation.

Date: August 22, 2005

Signature: \_\_\_\_\_

Name: L. Jeff Butzlaff

Title: City Manager

Telephone: (530) 926-7510

Attachments:

Map of Project Area  
Traffic and Circulation Map

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**APPENDIX B**

**NOTICE OF PREPARATION**

**COMMENT LETTERS**

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To: Mt. Shasta Planning Commission  
From: Jack Moore  
Date: 9/20/2005  
Subject: EIR for Mt. Shasta General Plan Update

Following are my comments, offered as public input on the EIR for City of Mt. Shasta General Plan update.

#### **Land Use Issues**

\* Resolve discrepancies between the general plan and zoning ordinance.  
Hallelujah...it would be good for the city and public to finally have this resolved. Geez, doesn't this goal date back to somewhere around the Jurassic period? Just kiddin'...sorta.

\* Need more detail planning for Springhill area.

Set aside existing city-owned land (before abandoning it) or create certain development conditions to allow establishment of a greenway with a pedestrian trail and tree-planting along the east side of Spring Hill Road from Abrams Lake over crossing south to its intersection with N. Mt. Shasta Blvd. This would be consistent with:

- a) a trail plan adopted by the county years ago
- b) satisfying city sidewalk requirements along the east side of this roadway
- c) providing greater viewshed protection of the mountain from I-5 (a very significant and striking view) without restricting commercial development
- d) further supporting the recent designation of this section of I-5 as a Volcanic and Scenic Byway.

\* Expand upon architectural guidelines

This has been attempted many times before, but I applaud the effort. If nothing else, simply integrate more landscaping requirements...a few trees/shrubs can buffer and/or enhance poor appearances fairly economically.

Also add more conditions/controls regarding objectionable odors and light trespass issues...nobody benefits from uncomfortable or distracting glare in their eyes, or unnecessary light pollution of our unusually clear and star-studded night sky.

#### **Traffic & Circulation Issues**

\* Get out your walking shoes! Adopt a conceptual pedestrian and bicycle trail system as has previously been submitted and recognized by CEDAC...essentially a 4-way trail network originating at Castle Street/Mt. Shasta Blvd intersection and radiating out as follows:

North to City Park and Spring Hill Road

East to Sisson Meadow and up to Horse Camp

South to Roseburg Park and Lake Siskiyou Trail

West to Fish Hatchery Museum

\* Work to preserve natural viewsheds of our stupendous "3-mile high billboard" (Mt. Shasta)...especially along I-5 the entire length of the city limits by encouraging

conservation easements or similar mechanisms willing landowners. A land trust may be able to assist in this.

### **Conservation/Open Space Issues**

\* Make an inventory of significant existing wetlands, open space, scenic viewsheds, etc. The Siskiyou Land Trust is working on mapping some of these elements throughout Siskiyou County and may be able to offer some of the data as it develops.

\* Preserve our clean air...an ever-diminishing and valuable resource. Change downtown traffic lights to blink as 4-way stop lights...this will reduce wasted time where waiting vehicles are only adding to unnecessary pollution, and wasting ever more costly gasoline. It would also help make our city more user-friendly by not treating those who live and visit here as people who are incapable of thinking for themselves and giving their neighbors a wave or nod of the head. Hey, can't you just feel the love growing already?!

### **Noise Issues**

\* Have effective guidelines for addressing objectionable odors and light pollution issues.

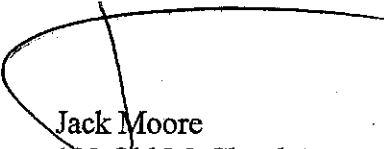
### **Housing Issues**

\* Support affordable housing

Absolutely essential to help maintain Mt. Shasta's greatest strength...a caring core community who nurture and embody such a wonderful sense of community spirit and pride!

Thanks for allowing me the time to express these views...and good luck in your endeavors. They are greatly appreciated.

Respectfully submitted,



Jack Moore  
108 Old McCloud Ave  
Mt. Shasta, CA 96067  
530.926.2600

Copies To:

Planning \_\_\_\_\_  
Council \_\_\_\_\_  
Public Works \_\_\_\_\_  
Building Dept. \_\_\_\_\_  
Finance \_\_\_\_\_  
Planning Staff \_\_\_\_\_  
Other \_\_\_\_\_

## MT. SHASTA TOMORROW

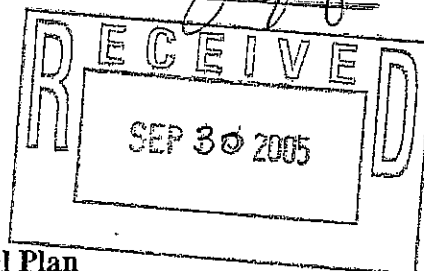
An Organization of Concerned Citizens

101 E. Alma Street, 100-A

Mt. Shasta, CA 96067

(530) 926-5016

Mt. Shasta Planning Commission  
City of Mt. Shasta  
305 N. Mt. Shasta Blvd.  
Mt. Shasta, California 96067



### Comments on SCOPING for the Proposed update to Mt. Shasta General Plan

Honorable Commissioners and Planning Staff:

September 29, 2005

This letter addresses some of the more important concerns our group Mt. Shasta Tomorrow would like addressed as part of the scoping process for the Mt. Shasta General Plan update and environmental review.

#### AIR QUALITY IMPACTS:

Wood Burning Air Pollution: Foreseeable air quality impacts need to be addressed in the General Plan as Mt. Shasta accommodates predictable growth changes that are now visible. With oil prices escalating rapidly these days, and no let-off in sight, it is predictable that the use of wood for heating homes will increase from current levels. Wood is a locally abundant fuel source. Many homes already have wood stoves or fireplaces which may be used to a greater extent than are currently used. As a result, additional wood smoke and PM<sub>10</sub> emissions are likely. Considering that the Mt. Shasta area already has substantial amounts of PM<sub>10</sub> pollutants from time to time, any increase will be cumulatively significant. The General Plan must provide policies to limit such sources of air pollution and limit the harmful buildup of such pollutants.

Truck and train emission pollution: There may be additional air pollution from increases in trucking and train traffic through the Mt. Shasta area in the near future. With higher fuel prices, more shipping will be done by train rather than by less fuel-efficient trucks. The Union Pacific Railroad is predicting just such an increase in the number of trains passing through our City soon. The proposed Nestle Bottling Plant for McCloud portends significant truck traffic increase through Mt. Shasta. This proposed 1,000,000 square foot industry is planning for 300 truck trips per day, which might be 600 truck passings per day in each direction. Most if not all of that traffic will access Interstate-5 for its shipping routes via Highway 89 at the south end of the City of Mt. Shasta. The PM<sub>10</sub> emissions and carcinogenic diesel fumes from such trucking will certainly impact the Mt. Shasta airshed. The General Plan must discuss and plan for mitigation for such increases in air emissions.

#### NOISE POLLUTION:

With increases in truck and train traffic through the City, there will be increased noise impacts. The General Plan should address such issues with more specific policies than currently exist in the



1993 General Plan. Residential development should be planned in quieter sections of the City, with less sensitive industrial or commercial usages nearer the freeway and railway and major arterial streets. More importantly, the General Plan update must include a stronger-worded policy to mandate that the City finally adopt a Noise Ordinance. The Implementation measure NZ-1.1(a) on page 143 of the General Plan sought to compel the City to adopt such a noise control ordinance before 1995 but no attempts at such an ordinance were ever made during the decade following that deadline (i.e. during the 2-year "short-term planning period" following the General Plan adoption in 1993). If the General Plan includes specific and mandatory policies that City officials thereafter ignore like this, then what is the point of the General Plan anyway?

#### WATER QUALITY IMPACTS:

Loss of trees leads to environmental impacts: With dramatically increasing energy costs now and in the very near future, many people will need to rely more upon some passive or active solar heating for their homes. Some will cut trees on their land simply to obtain wood to burn for winter heating. Some people will also cut their trees and so as to plant more gardens as the cost for shipping food from long distances increases unacceptably for their budgets. Accordingly, it is foreseeable that more trees over the planning period will be cut within the City of Mt. Shasta to help heat homes and provide sunlight for gardening. The increasing risks of wildfires in a climate plagued with global warming and insect infestation of some tree species will also prompt more tree removal to keep structures safe from wildfire. We can already see such effects in recent years in surrounding County homesites as wide 100' swaths of land are cleared around homes of vegetation and trees. The removal of such large amounts of trees will increase surface water runoff as soils become less able to absorb and hold rainfall. Less local shade as these trees are removed will also lead to microclimate changes with higher summertime temperatures in the City. These changes will likely lead to increased erosion of streambeds, increased siltation, and increased temperatures of water in creeks -- all having negative impacts on wildlife habitat.

#### SEWAGE TREATMENT IMPACTS:

In hindsight, it is easy to see how the current, inadequate General Plan has failed miserably to provide reasonable discussion and implementation measures for adequate sewage infrastructure. The obviousness of the current dilemma should encourage the new General Plan update process to seek more means to plan for future growth than exist in the current Plan.

The City has just enacted in essence a building moratorium because it has been unwilling or unable to provide adequate sewage treatment system infrastructure for its growing population. This problem has been openly known for over 13 years and yet little improvement has occurred. This extreme situation has plunged the City into an untenable position for some time as it desperately attempts to fund its operations. Now City lands (aka: Roseburg) along South Mt. Shasta Boulevard will decrease in value as prospective buyers/developers of this land begin to wonder if it makes any sense planning for projects there when sewage access is barred for potentially a long time. Other private lands within the City (Springhill area) are equally undevelopable unless some alternative or resolution to this sewer moratorium is found.

The City arguably attempted between 1988 to 1992 to address this sewage treatment inadequacy problem when it began the then-current General Plan update process. It concluded the first phase

of that update process with a Draft 1992 EIR prepared by Charles Simpson that recommended beneficial policies listed below. However, before that 1992 Draft EIR could be publicly circulated, a few City Council members objected to those policies as being too strong. They quietly threw away that 1992 Draft EIR without revealing its contents or conclusions and then hired a different General Plan consultant — Eric Toll — who would write a General Plan favorable to them and without much 'teeth.' The current General Plan was then adopted in 1993 but it largely ignored what was then known.

The City's "1992 Master Sewer Plan" itself planned for the replacement of the large 12" diameter sewer interceptor with a 24" diameter sewer during the years 1991 to 1996. Yet none of the work was done then during that planning period or during the following decade.

The City's current (1993) General Plan dramatically failed to plan for adequate sewage treatment facilities. It contains only 1/2 page of discussion about sewage infrastructure (p. 63, Item "g") and some ineffective policies on page 67. The few sentences on pages 86-87 are redundant and basically useless. The General Plan exaggerates that the sewage treatment plant operates at approximately 75% of capacity, failing to note that figure is only for dry weather flows, and totally ignoring that each year the plant is overwhelmed by excessive wet weather sewage flows. Similarly, it also fails to discuss how the main sewer interceptor was of insufficient size in 1993 and is even more overwhelmed now. That information was publicly known in 1993 though because it was included in the City's 1992 Master Sewer Plan prepared by Pace Engineering. That Plan stated that "approximately 1,900 feet of trunk sewers and about 7,300 feet of the main interceptor sewer are currently at or very near capacity during peak wet weather conditions." (1992 Master Sewer Plan, page i) That Plan recommended the City spend over \$2 million dollars in October, 1992 dollars to fix that problem over the next 5 years (i.e. from 1991 to 1996). The City never did. Relevant today, the 1993 General Plan never disclosed that serious problem. What the 1993 General Plan merely does is to vaguely encourage sewer fees be collected in unknown amounts and requires some new development be connected to sewers. Nothing required existing at-capacity sewer mains be enlarged to serve new development. Instead, new development for the last 12 years has been allowed to further burden the system. With such ineffective mitigations, no wonder we have the current sewer moratorium!

But this failure wasn't as much the fault of poor planning as it was the fault of political manipulation. Below is what the City Council in 1992 attempted to withhold from the public's awareness and did successfully omit from its 1993 General Plan update. *(A copy was however leaked to Mt. Shasta Tomorrow then and we include it in a separate document for this Scoping process).* Note how in hindsight even the first consultant's 1992 Draft EIR misstated what was then known but at least it proposed more effective mitigations than were ultimately adopted. Those proposed mitigations would have required the City require new projects be served by sewer, water and storm drains at the time the projects are approved and as specified in master utility plans. That means that for the last decade developers would have been charged their fair share for such improvements, and those improvements would have been built. Otherwise projects wouldn't have been approved and wouldn't now be overloading current systems. Nothing like this sensible provision, although originally proposed, was actually included in the final 1993 General Plan though. This example shows how politicians then and up to now ignored good planning advice and the City is now suffering for it.

From 1992 Draft EIR on General Plan Update that was hidden from public view:

**"Sewer System:** Adoption of the General Plan would involve no immediate impacts on treatment plant capacity. Existing plant capacity would be sufficient to meet anticipated growth needs for at least a decade. About 0.25 MGD capacity remains in the existing treatment plant, adequate to supply sewage treatment to about 1,700 persons. **A capacity increase of about 0.1 MGD is expected to be made within the next five years, and the City's engineers are working on plans to expand the treatment plant to a capacity of 1.2 MGD;** this work will include revision of connection fees to provide adequate financing to make these, as well as needed interceptor line, improvements. *(emphasis added)*

In the long run, anticipated development pursuant to adoption of the proposed General Plan would involve substantial new demands on sewage collection and treatment systems over the planning period. Anticipated growth would result in about 3,056 new residents over the planning period and a total potential sewage demand (at 75 gallons per capita) of about 0.23 MGD. Assuming overall growth, including commercial and industrial uses, of 86% of the existing, sewage flows would increase by as much as 0.47 MGD to 1.02 MGD. This would be well within the potential capacity of the treatment plant (1.2 MGD).

Anticipated demands from the unincorporated area could be met. Unincorporated area development would have equal access to treatment capacity over the planning period, and additional capacity even with projected in-city growth. The residual potential capacity of 0.18 MGD, even at full potential development within the City, would be adequate to serve about 1,200 new residents.

General Plan adoption would also promote improvements to both systems to meet needs generated by new development. The

*(bottom of page - 87- of that 1992 Draft EIR )*

means to provide for anticipated growth over the planning period will be available through the adoption of sewage system master plans and financing through developer contributions and connection fees.

**Significance of Effect: Significant .**

**Mitigation:** The significant environmental effects identified would be mitigated by the following General Plan policies:

Policy CI-19.1 Prepare and adopt a master sewage treatment plant expansion plan within two years of adoption of this General Plan. *(MST note: this was done but it was never followed because it was not mandated by adopted General Plan policies).*

Policy CI-19.2 Prepare a master -sewage collection system plan within two years of adoption of the master sewage treatment expansion plan, which identifies the trunk line improvements necessary to serve areas that are likely subject to new development. *(MST note: this was in 1994 done but it was never followed because it was not mandated by adopted General Plan policies).*

Policy CI-20.1 **Require new development to be served by sewer, water and storm drainage systems that meet or exceed City standards at the time the projects are approved, and as specified in master utility plans.**  
*(MST note: not done during last 12 years)*

Policy CI-20.2 **Require all necessary utility improvements to be built in conjunction with projects at the same time the projects are developed. The City may elect to participate in improvement financing to the extent that it is able to do so and to the extent that its participation would benefit the City as a whole.** *(MST note: not done during last 12 years; if it had, the current moratorium would not be needed).*

Significance of Effect After Adoption of  
Mitigation: Insignificant

The Department of Public Works has identified no existing capacity problems within the collection system.  
*(MST note: this is not true; the 1992 Master Sewer Plan identified such capacity problems).* However, new development will likely involve the need for significant improvements to the sewage collection system to serve new development. These needs would include both local mains and improvements to interceptor lines.

"Significance of Effect: Significant

Mitigation: The identified environmental effects would be mitigated by the following General Plan policies:

Circulation Element Policies 19.2, 20.1 and 20.2 as shown immediately above.

The consequence of the City's initial disclosure of such sewage infrastructure impacts, and subsequent hiding that 1992 Draft EIR, is that the City planner's determination the impact would be significant unless so mitigated was correct. The City however ultimately lied to the public in 1992-3 by sweeping the evidence under the carpet and denying those impacts existed by approving an EIR without such mitigations. That lie has surfaced now in a most unpleasant way with the City Engineer's recent study and warnings. So, Mt. Shasta Tomorrow encourages the City to now take a more responsible look at its sewer infrastructure problem as it plans for the next 20 years of development with this General Plan update.

## OPEN SPACE IMPACTS

The City needs good planning for new open space areas for population growth. As is evident by rising real estate prices and low availability of available residential lots, a major population pressure is now occurring. Thus, now is a perfect time for the City's General Plan to plan for the acquisition of new parklands to maintain or achieve the City's desired ratio of parkland to City residents. As the City grows, we will need new parks and new open space areas. Put simply, it would be unfair for existing residents to be required to pay for new parks so that new residents can move in and use them. Rather, all new major development should include new parks so that private funding, and not the general fund, pays for such parkland creation. Now the General Plan must guide these developers as well as City officials and volunteers as to where such parks will be needed.

For example, the City Engineer has recently disclosed to the Council that a landowner of hundreds of acres near Springhill is considering residential development of his land. The City's General Plan currently contains no designation in that Springhill Subdivision for any parks or open space lands. Since many hundreds of homes might be constructed there someday in the planning period, parklands should be designated to serve such growth potential.

The General Plan estimates an 84% increase in population during the planning period. Simple mathematics reveals the City cannot maintain five acres of *neighborhood parks* per one thousand City population without *acquiring* neighborhood parks. In fact, it currently does not meet this goal, and it appears as if this problem will only grow worse. The General Plan's failure to include a program for *preservation* of open space is inconsistent with the acquisition of neighborhood parks pursuant to the Quimby Act.

The City's failure so far to predict where such parks should be located, and its reliance upon private persons and community service groups, over whom it has no power or control, to provide adequate parkland areas for an increasing population is inconsistent with the implementation of the goal. Further, the goal to provide such recreation and parkland areas is inconsistent with the general plan's open spaces map or diagram, which shows only existing parkland and makes no

general or specific overlays, projections, possibilities, or reservations for potential future parks (whether to be obtained by purchase, donation, easement or otherwise) on public or private lands — even in those areas where the City plans for high-density multi-family residential developments and no neighborhood parks currently exist. Such parks need to be planned by the City because historically there is little profit motive for private developers — out of the generosity of their hearts — to donate such lands unless the City has strong policies to require it.

The City currently overestimates the amount of parkland it has by counting school grounds as park lands. In fact, during school hours, such lands are not available to the general public. Thus, during winter season for example, when daylight hours are limited and coincide with school hours, the only time such parks are available for the general public might be on weekends. This points to the need for additional public parks located in reasonable proximity to residential neighborhoods.

The General Plan Open Space Element is not legally sufficient because it does not have an open space plan designed to preserve and conserve open space in accordance with the mandates of Government Code section 65561, etc. It is also outdated because the City has failed to adopt an Open Space Zoning Ordinance pursuant to the mandate of the Open Space Lands statutes. (*Gov.C. § 65910 et seq.*)

An Open Space Element is a mandatory part of every general plan. The Open Space Element must include an open-space action plan. Every local open-space plan must contain an action program "consisting of **specific programs** which the legislative body intends to pursue in implementing its open-space plan. ("Like the housing element, the open-space element must include a **detailed** action program for implementation of its plan.") It was the intent of the legislature to assure that cities and counties recognize that open space land is a limited and valuable resource which must be conserved wherever possible and to assure that every city and county will prepare and carry out open space plans, which will accomplish the objectives of a comprehensive open space program.

One requirement of the action program is the adoption of an open-space zoning ordinance consistent with the open space element. The zoning ordinance must designate, among other things, large-lot zones, and may use special overlays, but without taking or damaging private property rights. (§§ 65910, 65912.) The open-space element also must contain goals and policies for preserving and managing open space, and an inventory of all publicly *and privately* owned open space property within the area covered by the plan. (*Gov.C. §§ 65560, 65563-65564; see Save El Toro Assn. v. Days* (1977) 74 Cal.App.3d 64, 70-73.)

Government Code section 65910 requires adoption of an open-space zoning ordinance by December 31, 1973. MST reminds the City that it has not prepared and adopted an open-space zoning ordinance at any time in the past thirty (32) years! Without an Open Space Zoning Ordinance, the City failed to have an adequate open space plan. California law states that no building permit may be issued, and no subdivision map may be approved unless the proposed construction is consistent with the local open-space plan. (*Gov.C. § 65567.*)

MST also contends that the park and recreation provisions of the City's Open Space Element are inadequate, as a matter of law, because the City's so-called open space action plan is not only

inconsistent, but the "Implementation measures" also fail to set forth the specific actions that establish Policy OC-8.1 and Policy OC-8.2 will be carried out on a day-to-day basis.

The court in *Save El Toro Assn. v. Days*, *supra*, explained "without an inventory of available open space resources there cannot be a plan as contemplated by the Open Space Lands Act - only isolated uncoordinated projects - the type of development the act was specifically intended to prevent." (79 Cal.App.3d at p. 73.) The City of Mt. Shasta finds itself in the same situation.

MST contends that the open space action plan which the City adopted in its 1992 General Plan is inadequate as a matter of law because it fails to include an inventory of privately owned open space property within the area covered by the plan. Without an inventory of not only existing but also available open space land, the City cannot have an adequate open space plan because it cannot **plan** for the future. (See *Save El Toro Assn. v. Days* (1977) 74 Cal.App.3d 64, 72-73.) Future land use decisions can be made in harmony with a general plan only when the plan is sufficiently definite to actually provide direction and guidance. Goal OC-8 (Provide park and recreational facilities) does not meet that basic requirement because it is not possible to provide (new) parks in developing neighborhoods when the general plan fails to identify any potential areas or properties where such parks may be situated as the City develops and the population expands. Without some planning, there is nothing to assure that presently undeveloped land will be available in the future for required open space use.

By failing to identify potential areas of growth and potential future needs, on the basis of present lack of funds to acquire or maintain additional parks, the City fails to do that which is required by state law, i.e., **plan** for the preservation and conservation of open space lands. If the City fails to identify undeveloped lands in the neighborhood for potential parkland use until the City has obtained sufficient funds to purchase parkland, then all suitable parcels may be developed by the time the City "goes shopping."

Without a potential open space inventory and sufficiently specific plans, the Open Space Element is just meaningless words on paper. A general plan which lacks an inventory of public and private open space lands and is so vague in its implementation measures as to provide no assurance that the Policies will be upheld or the Goals achieved, fails to substantially comply with the reasonable objectives of the state law.

#### CONSERVATION ELEMENT — WETLANDS IMPACTS:

One important natural resource that should be better protected and planned for in the General Plan is wetland habitat. Such wetlands have a vital function in the entire hydrology system of our local creeks, rivers and lakes. Wetlands help regulate water temperature and water volume in such creeks by absorbing excess spring runoff during the wet season, and discharging stored waters to these creeks during the summer dry season. They thus reduce bank erosion of such creeks. They also filter out harmful urban pollutants, and provide needed wildlife habitat.

Accordingly, if the General Plan is to truly consider important the goal of wetland conservation and protection, then it must include more policies for wetlands throughout our planning area. It must also, more specifically, recognize that the City's largest undisturbed wetland area exists west of Interstate-5 and north of Hatchery Lane. This same land is inconsistently designated in the

General Plan for Commercial development — a land use that is totally at odds with a goal of wetland conservation. Now with the General Plan update, the Planning Commission has the opportunity to correct this legal inconsistency and to rethink such a major planning error. Moreover, as shown below, the City in 1992 adopted that Commercial land use designation covertly without open public notification and even minimal environmental review.

This is not the first time we have raised this issue. Mt. Shasta Tomorrow informed the City in the past that the General Plan as adopted in 1992:

- (a) was not adopted with the required environmental review, especially following two land use redesignations which changed larger parcels west of the Interstate-5 freeway (previously known as the CDMS property) to all commercial;
- (b) is internally inconsistent relative to open space policies, and protection of the downtown business district;
- (c) fails to have a legally adequate open space action plan; and
- (d) fails to provide adequate protection for wetlands.

It is not sufficient for our General Plan's policies to merely "work to satisfy state and national wetland policy, or to merely "allow property owners of lands with wetlands to design projects to avoid or mitigate wetland impacts." Those policies are nothing more than the equivalent of saying developers should follow wetland laws. That certainly does not show any effort toward planning for wetland protection of the type that is intended for a General Plan. A General Plan should go beyond merely repeating land use laws found elsewhere.

It should instead provide guidance as to which wetland areas of the City are important for preservation or enhancement and which areas are suitable for development as long as other off-site mitigation is provided elsewhere. For example, small wetlands within the downtown core and found on "infill lots" that are highly valued for commercial expansion might be suitable for conversion with appropriate mitigation. Larger, contiguous wetlands at the outskirts of town or adjacent to creeks and thus needed to protect the water quality in those creeks are probably more suitable for conservation.

#### HISTORY OF CURRENT GENERAL PLAN DESIGNATION OF C.D.M.S. PROPERTY WEST OF INTERSTATE 5.

The City never adopted proper findings about wetlands loss with its last General Plan update. The City's findings of fact about wetland loss were not supported by substantial evidence in the record. As planning commissioners, you probably remember that state law requires that findings must be made for each significant environmental effect, accompanied by a supporting statement of facts. The basis of any conclusion must be explained in the findings. A "good faith, reasoned analysis" is required; "conclusory statements unsupported by factual information will not suffice." But this is not what happened back then.



In its January 27, 1993 revised Findings that it adopted with the General Plan, the City "finds that there are no other feasible mitigation measures or alternatives that it could adopt at this time that would reduce the cumulative and long-term impacts of the Mt. Shasta General Plan." In fact, the City never examined any alternatives for wetland loss or feasible mitigation measures. As to the wetlands west of I-5, this error occurred in part because the wetlands were originally not proposed for commercial development when environmental review was conducted. Then, through a slight-of-hand at the last moment, but without going back and changing the environmental review, the City simply grossly enlarged the proposed Commercial designation. To cover its error, the City issued false and meaningless findings as if that wetland loss was originally reviewed when it was not. An agency is legally prohibited from attempting to "fill in" analytical gaps which exist in the Final EIR, insulated from public comment.

Equally important, the revised Finding of Fact is not supported by substantial evidence in the record. The Final EIR for the 1992 General Plan update does not discuss the existence of any significant adverse impacts to wetlands! In fact, wetlands were not even discussed in Chapter 6 of the EIR ("Environmental impacts, determination of significance, description of mitigation programs for impacts, and identification of issues for which mitigation measures are not feasible"). Instead, the report merely states:

"The City will also proceed to consider development on lands that have been identified as having a potential to be a wetland. The approach in the General Plan will avoid direct filling or disturbance of wetlands, but it may result in additional pressure placed on the ecosystem of a wetland with development occurring at the edge of the sensitive areas."

This statement obviously is not intended to indicate that the General Plan's policies will have any adverse environmental impacts because of the absence of any such discussion in the Final EIR. Based upon the FEIR's determination that there will be no loss of wetlands, the revised Finding is without substantial support, and the City's adoption of the Finding was improper. The City's revised January 1993 mitigation monitoring program also had no wetland provisions.

The City made the above-referenced finding after the fact, and

- without discussing a mitigation program for the perceived impacts to wetlands,
- without a discussion of any of the mitigation measures or alternatives which were listed in the January 1992 revised draft EIR but not in the Final EIR, and
- without identifying which mitigation measures are not feasible.

For that reason alone, the City failed to proceed in a manner prescribed by law. As stated in a context similar to CEQA, there must be a disclosure of the "analytic route the . . . agency traveled from evidence to action." (See the 1988 decision about this same land in *Citizens for Quality Growth v. City of Mount Shasta*, 198 Cal.App.3d at p. 441 [construing § 21081 findings pursuant to an EIR].)

An EIR's discussion of alternatives must contain analysis sufficient to allow informed decision making. The City did not satisfy this duty, because the City failed to analyze feasible project alternatives. To facilitate CEQA's informational role, the EIR must contain facts and analysis, not just the agency's bare conclusions or opinions." An EIR must include detail sufficient to enable those who did not participate in its preparation to understand and to consider meaningfully the

issues raised by the proposed project. The City failed to comply with this requirement. The Final EIR did not provide this analysis as to wetlands.

CEQA places the burden on the approving agency to affirmatively show that it has considered and identified means of lessening or avoiding the project's significant effects, and to explain its decision allowing those adverse changes to occur. The City failed to comply with burden, improperly deferring instead wetland protection to the Corps of Engineers and the Department of Fish and Game.

The California Appellate Court stated, in *Citizens for Quality Growth*, 198 Cal.App.3d at 443, footnote 8:

"City cannot so avoid responsibility for its decision to amend the general plan and rezone the C.D.M.S. site. *Each* public agency is required to comply with CEQA and meet its responsibilities, including evaluating mitigation measures and project alternatives. (See Guidelines, § 15020.) Upon remand, by the superior court, therefore, City must give this proposal due consideration."

That court decision from 1988 is still valid today. It clearly points out that the City cannot merely rely upon other agencies such as the Corps of Engineers or the Department of Fish and Game for wetland regulation. The City has yet to properly consider the wetland impacts of its proposed change to land use designation for the lands west of I-5.

MST wishes to inform the current members of the Planning Commission and City Staff that the changes to the 1992 General Plan project which occurred after close of public comment then were totally improper and illegal. This issue of wetlands and having a consistent General Plan is now back on the table. Changing the Land Use designation of the CDMS property (west of I-5) constituted a substantial change which then required recirculation of the Draft EIR or a supplemental or subsequent EIR. Similarly the current General Plan update and its EIR must include such review because it was not provided then. A full understanding is important if the Planning Commission is to be able now to correct the problem with the current General Plan's inconsistencies and the City's failure to conduct proper environmental review of such wetland impacts.

The question which the Planning Commission is required to consider in its effort to update the Conservation Element is whether the City's 1992 redesignating approximately 24 acres of CDMS property from Rural Residential to Commercial Center after the 1992 FEIR was prepared was so significant as to require the City to recirculate the draft EIR, or to prepare either a supplement to the EIR or a subsequent EIR to reflect those changes. MST asserts the changes did trigger the need to revise the EIR, and circulate the revisions for public review and comment, prior to adoption of the General Plan. The history from 11 years ago should make this clear.

The City *changed* the General Plan as to the CDMS property after the public comment period was closed. The City *changed the maps* with each version of the general plan/EIR to reflect changes in the proposed land use designation of the CDMS property. After planner Greg Koert and MST objected to the 35-acre Commercial Center designation of the CDMS property in the July 1992 draft general plan/EIR, the City *reduced the commercial acreage* of the CDMS property *to 12 acres* in the October 1992 draft general plan/EIR, and designated the remaining

area as Rural Residential. This appeared to be an appropriate correction, but it wasn't to last for long.

On October 28, 1992, when the City Council held a public workshop on the draft General Plan and invited comments from the public, CDMS was designated as 12 acres Commercial Center, and the remainder as Rural Residential. When the opportunity to submit public comment on the draft General Plan closed on November 20, 1992, the draft General Plan still designated 12 acres of the CDMS property as Commercial Center, and the remainder as Rural Residential.

After all opportunity to comment on the draft General Plan was closed, the City *changed* the draft General Plan. In the December 16, 1992 version of the draft general plan/EIR, however, the City *increased the commercial acreage* of the CDMS property *to 23 acres*, and *decreased* the Rural Residential area to 12 acres. To excuse this gross violation of planning law, the City's outside planning consultant at that time defensively announced that he had merely made a mapping error which he later fixed, even though it totally changed what the public had been led to believe would be designated.<sup>1/</sup> Then, either *after* the City adopted the general plan or immediately before the City adopted the general plan and at the end of the December 16, 1992 meeting, *the City again increased the commercial designation of the CDMS back to 35 acres* Commercial Center, and *reduced the Rural Residential acreage* to non-existent. This Commercial designation so huge that it is about 3 times as large as the City's failed 11-acre commercial designation action for this same property back in 1985 which the appellate court overturned in 1988. While the General Plan proposes few changes to the existing land use and development patterns (A.R. 1761), the changes proposed for the CDMS property were substantial and *environmentally significant*.

The City made the redesignations without studying or discussing what environmental effects commercial development of the entire CDMS parcel would have on: 1) the historic business district; and 2) the wetlands located on the CDMS property. In the case of Citizens for Quality Growth a few years earlier, the City amended the general plan and redesignated a part of the CDMS property for commercial development, but failed to consider the effect such change would have on the downtown business district and failed to protect wetlands. The court ordered the City to consider the potential detrimental effects that may be caused by commercial development of the CDMS property, noting the possibility of business closures and physical deterioration of the downtown business district as indirect environmental effects of the proposed project.

The City in August 1992 received a comment letter from its former planning consultant Greg Koert which concluded that "[t]he large CDMS area, if developed for commercial uses would have detrimental effects on the historic downtown area, these include the likely vacancy and deterioration of existing buildings...." He also indicated that designating CDMS all Commercial Center would create a significant impact on the extensive wetlands existing on that property. The failure to review and include these issues in the EIR was a major omission, but probably not a mere oversight on the part of the City.

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<sup>1/</sup> To better illustrate the flaws with the current Mt. Shasta General Plan, consider the plight of the arguably inept consultant who prepared it, Mr. Eric Toll. This was his first General Plan project. He was hired afterwards to prepare a general plan for the City of Fort Bragg, but abandoned that project without finishing it after being paid nearly all of his contract, leaving that city without a completed plan, and then he left the State to take a job elsewhere rather than honor his agreement with that city.

When the City increased the Commercial Center designation of the CDMS property, the City caused new substantial environmental impacts or substantial increases in the severity of environmental impacts to wetland and the downtown business district which were not contemplated in the December 16, 1992 FEIR. Since the latter change first appeared in the January 27, 1993 General Plan, it occurred after the Final EIR was certified. Alternatively, if this change occurred before certification of the EIR, the City was required to recirculate a revised draft EIR. Despite the City's changes, the FEIR was virtually silent on wetlands, and did not address impacts on the downtown business district at all.

Indeed, while the December 16, 1992 Plan Final EIR would suggest that no loss of, or damage to, wetlands can be expected anywhere in the Mt. Shasta planning area during the next 20 years, the 1985 EIR which was discussed in *Citizens for Quality Growth* noted that the environmental effects on wetlands would be *significant - and not capable of mitigation* (and involved a much smaller portion of CDMS was to be designated commercial. Even in the absence of opinions by professionals such as Greg Koert, significant impacts to wetlands can be presumed if all commercial development is planned where the tract is 64%-70% wetlands. The CDMS changes are also considered significant.

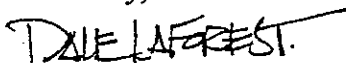
MST agrees with the former City planner Greg Koert's comments that:

"The large CDMS area, if developed for commercial uses would have detrimental effects on the historic downtown area, these include the likely vacancy and deterioration of existing buildings, an effect that has occurred in many other cities and town[s] when large scale commercial development is allowed away from the historic downtown area."

"The Goals cited above in the Open Space and Conservation Element are inconsistent with land uses shown on the land use map page 31. The areas west of I-5, popularly known as CDMS and a large mostly vacant area just south of the City Park, popularly known as the Willow Glen project are currently mostly pasture land with historic and present usage for livestock production and have already been classified by qualified professionals from the Corps of Engineers, Fish and Game and Karen Thesis to be wetlands. The fact that the draft General Plan designates land use of this areas Commercial Center...is inconsistent with the goal of preserving wetlands."

At this time the Planning Commission has an opportunity to correct these inconsistencies. The General Plan should be revised so its land use designations reflect its policies in the Open-space and Conservation Elements. In so doing, you planners will be helping both to protect the downtown from inappropriate outlying shopping center development which would harm the City's center, and also to protect important wetland habitat and water quality of our local creeks. Please also consider the other impacts and planning issues raised in this letter.

Sincerely,

DALE LAFOREST

Dale LaForest  
Director - MST

STATE OF CALIFORNIA

Arnold Schwarzenegger, Governor

## NATIVE AMERICAN HERITAGE COMMISSION

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August 31, 2005

Mr. Keith McKinley  
City of Mount Shasta  
305 N. Mount Shasta Blvd.  
Mount Shasta, CA 96067

Re: General Plan Update  
SCH# 2005082099

Dear Mr. McKinley:

Thank you for the opportunity to comment on the above-referenced document. In order to adequately identify and mitigate project-related impacts on cultural resources in accordance with the CEQA Guidelines (15063 (d) (3), the Commission recommends that you provide evidence that all of the following actions be taken:

- Contact the appropriate California Historic Resources Information Center for a record search. The record search will determine:
  - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
  - If any known cultural resources have already been recorded on or adjacent to the APE.
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - If a survey is required to determine whether previously unrecorded cultural resources are present.
- If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
  - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological information center.
- Contact the Native American Heritage Commission (NAHC) for a Sacred Lands File search of the project area and information on tribal contacts in the project vicinity who may have additional cultural resource information.
  - Please provide U.S.G.S. location information for the project site, including Quadrangle, Township, Section, and Range.
  - We recommend that you contact all tribes listed on the contact list to avoid the unanticipated discovery of sensitive Native American resources after the project has begun.
- Lack of surface evidence of archaeological resources does not preclude their subsurface existence.
  - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archaeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
  - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
- Lead agencies should include provisions for discovery of Native American human remains or cemeteries in their mitigation plans. Health and Safety Code §7050.5 and Public Resources Code §15064.5 (e) and §5097.98 mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.
- Lead agencies should consider avoidance, as defined in Section 15370 of the CEQA Guidelines, when significant cultural resources are discovered during the course of project planning.

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,

  
Carol Gaubatz  
Program Analyst

CC: State Clearinghouse



# COUNTY OF SISKIYOU

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**PATRICIA A. BLUMAN**  
ASSISTANT DIRECTOR

August 31, 2005

City of Mt. Shasta  
Keith McKinley, Associate Planner  
305 North Mt. Shasta Blvd.  
Mt. Shasta, CA 96067

Subject: NOP Response - City of Mt. Shasta General Plan Update

Dear Keith:

Thank you for the opportunity to provide comments on the scope of the EIR for the proposed update to the City's General Plan. We applaud the City Council's decision to update your General Plan and wish to take this opportunity to encourage that the City and County focus their attention on several topics of mutual concern. These include:

Circulation: It has become apparent that coordination is needed between City and County to plan, fund, and maintain an efficient circulation system within your Sphere of Influence.

Sewer service: A plan for the eventual expansion of the municipal wastewater treatment plant and supporting infrastructure should be contemplated. The City, County, and LAFCO are frequently tasked with determining when and where service connections are appropriate. A healthy wastewater treatment facility contributes to the vitality of the area and is important for the stewardship of our watershed. Policy to guide the planned use of this infrastructure should be considered.

Viewshed: While not an easy task to address, due to the subjective nature of this topic, area viewsheds will become an increasingly important topic as land available for development is depleted, urbanization is pushed farther uphill, and property values continue to rise. Balancing the preservationist and property rights viewpoints should be discussed. We would hope the City proffers policy direction to address this issue. Such policy would enhance the County's ability to be sensitive to the City's concerns when contemplating development within your Sphere of Influence.

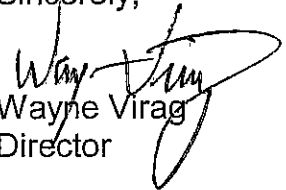
Municipal Service Review: Given that General Plan policy is designed to be somewhat long-term and comprehensive, it is important and necessary that the City provide an evaluation of its municipal services. This mandated exercise should aid your efforts by identifying strengths and weaknesses relative to the City growth policies and objectives.

Keith McKinley - General Plan Scoping  
Page 2  
September 6, 2005

The Siskiyou LAFCO has expressed their commitment to be responsive to this endeavor.

We would ask that these topics of mutual importance be explored in the updating of your General Plan. I would be happy to discuss these items further with you should you wish to pursue further dialogue.

Sincerely,



Wayne Virag  
Director

WV:vdc

April 28, 2005

To:

City of Mt. Shasta

Attn: Keith McKinley - Planning Director

305 North Mt. Shasta Boulevard

Mt. Shasta, CA 96067

Re: Update of the City of Mt. Shasta General Plan

Dear Mr. McKinley:

I was informed the City of Mt. Shasta is updating their General Plan. Mr. Phil Sousa wanted me to contact you since his Springhill Mine is within the city limits. Mr. Sousa's Upton Pit is in Siskiyou County, but within the city's planning limits. Both facilities are discussed since the General Plan affects both locations. Sousa Ready Mix wants to ensure that any changes to the General Plan do not have adverse consequences to their business enterprise. The rest of this letter describes the business, what Mr. Sousa's concerns are, and what can be done to address his concerns.

Sousa Ready Mix is the only aggregate mine in the city and it is the closest concrete batching facility. The second nearest concrete batch plant is in the City of Yreka about 32 miles to the north. The Upton facility is on the west side of Interstate 5 and south of Abrams Lake Road. The Upton Pit contains the main concrete batch plant for Sousa Ready Mix and there is a crushing/screening and aggregate washing plant at this locale. This location has been used for a very long time as both an aggregate extraction/processing site, and as a concrete batch plant. Sousa family members started work at Upton in 1968, and bought the business in 1976. There are 16 employees at the business.

The Upton facility imports aggregate from the Springhill Mine, which is east of Springhill Drive and near the Abrams Lake Road/Springhill Drive intersection. The Springhill Mine is about 98 acres in size. Sousa Ready Mix bought this property in 1978 and had a permit to mine the site approved in 1980. The property at the time was in Siskiyou County, and later annexed into the City of Mt. Shasta.

## **THE LAND DESIGNERS**

1244 CALIFORNIA STREET  
REDDING, CA 96001  
(530) 244-0506



LAND USE PLANNERS



The Springhill Mine provides the aggregates processed at the Upton facility. Excavated aggregate is hauled by dump truck from Springhill to Upton. The haul route is via a private road from the mine to the Springhill Drive/Abrams Lake Road intersection. From there trucks transport the material to Upton on Abrams Lake and Upton Roads. Excavation of aggregates involves the use of a variety of heavy equipment including scrapers, loaders, dump trucks, dozers, and water trucks. Portable crushing/screening plants have been used at the Springhill Mine to process aggregates. Most of the work at the mine is during the summer months and a large quantity of aggregate is excavated during that time period.

The main concern Sousa Ready Mix has is the locating of adjacent land uses that are not compatible with the industrial activities of their facilities. Sousa Ready Mix is mainly concerned with the Springhill Mine since it is adjacent to large tracts of undeveloped property. The Upton Pit is confined between the I-5 freeway and Union Pacific Railroad tracks and these are a physical separation to other property owners. The only residential uses near the Upton site are west of the Upton Pit and Union Pacific Railroad. The current land use of the adjacent lands on the General Plan is Rural Residential. The Springhill Mine in contrast has "Resource Lands" shown as the existing land use on the north and south side of the mine and "Employment Center" and "Community Residential" on the south side. "Commercial Center" use is west of the mine.

Sousa Ready Mix's concern is the permitting of incompatible land uses next to an industrial use. The main incompatible use is residential. Residential uses create two main concerns. First, future residents can complain about the industrial activities at the mine. Common complaints are noise such as back up alarms from equipment, which is a safety requirement. There could be complaints about headlights, hours of operation, truck traffic, etc. Second, there is an increased liability problem. Future residents could trespass onto the site and get injured. The mine is an industrial activity and locating residences adjacent to it is inviting problems.

Sousa Ready Mix offers a number of solutions that can be placed in the revised General Plan to combat non-compatible uses. The best solution is to tier land uses so residential lands are not adjacent to industrial. The ideal tiering goes from single-family residential to multi-family, to commercial/office, to industrial use. For the most part, tiering was followed within the current General Plan with the locating of "Resource Lands", "Employment Center", and "Commercial Center" land uses adjacent to the mine. The only place the current General Plan falls down is the placement of "Community Residential" along a portion of the south side of the property.

The second method to protect the existing mine is to place a buffer area between the site and residential uses. Shasta County for example, uses a mineral resource buffer district in their zoning code to protect mining areas. This overlay zone requires 5-acre lots in areas up to ½ mile of a mining operation site. This allows for homes to be located a distance away from a mine. Buffer areas can also include having a non-building area adjacent to a mine. Inclusion of a wall between the two activities further reduces trespass problems and noise. A copy of this zoning district is included with this letter.


A notification to future homebuyers of the industrial activity is also desired. The Shasta County Zoning Ordinance utilizes this method also.

Sousa Ready Mix has provided aggregate concrete products for many years and intends to do so with no closure in the future proposed. Mr. Sousa has a viable business that contributes gainful employment to citizens of the City of Mount Shasta and Siskiyou County. The company provides much needed aggregate and concrete products to southern Siskiyou County citizens. Compatible land uses both reduce disagreements between neighbors and keeps the city from having to deal with development conflicts. We wish the commission to recognize that Sousa Ready Mix is an existing industrial enterprise, that potential activities could cause complaints by residential uses, and that the city will implement measures in the updated General Plan to address potential conflicts.

The preference of Sousa Ready Mix is to locate future residential properties away from their mine. Separation of uses is the best solution. As part of the update, it is desired the General Plan text state that motels or hotels should not be located adjacent to the mine. The present commercial center land use permits this activity.

Should you have any questions feel free to call me. (530) 244-0506.

Sincerely,



Keith Hamblin