

**CITY OF MT. SHASTA
GENERAL PLAN UPDATE PROJECT
FINAL ENVIRONMENTAL IMPACT REPORT
SCH #2005082099**

APRIL 2007

Prepared for
CITY OF MT. SHASTA
305 N. MT. SHASTA BLVD.
MT. SHASTA, CA 96067

Prepared by
PMC


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1.0 INTRODUCTION

This Final Environmental Impact Report (FEIR) was prepared in accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines (Section 15132). The City of Mt. Shasta is the Lead Agency for environmental review of the City's General Plan Revision Project (Project) and has the principal responsibility for approving the project. This FEIR incorporates comments in consideration of the expected environmental impacts resulting from approval of the General Plan Revision, and responds to comments received on the Draft EIR.

1.1 BACKGROUND AND PURPOSE OF THE EIR

OVERVIEW OF CEQA REQUIREMENTS FOR PREPARATION OF AN EIR

The City of Mt. Shasta (City), serving as the Lead Agency, has prepared this EIR to provide the public and responsible and trustee agencies with information about the potential environmental effects of the proposed project. As set forth in the provisions of CEQA and implementing regulations, public agencies are charged with the duty to consider the environmental impacts of proposed development and to minimize these impacts where feasible while carrying out an obligation to balance a variety of public objectives, including economic, environmental, and social factors.

CEQA Guidelines Section 15121(a) states that an EIR is an informational document for decision-makers and the general public that analyzes the potentially significant environmental effects of a project, identifies possible ways to minimize significant effects, and describes reasonable alternatives to the project that could reduce or avoid its adverse environmental impacts. Public agencies with discretionary authority are required to consider the information in the EIR, along with any other relevant information, in making decisions on the project.

CEQA requires the preparation of an environmental impact report 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, which has the potential for resulting in a direct physical change or a reasonably foreseeable indirect physical change in the environment (CEQA Guidelines Section 15378[a]). With respect to the City of Mt. Shasta General Plan Revision project, the City has determined that the proposed development is a "project" within the definition of CEQA.

BACKGROUND OF ENVIRONMENTAL REVIEW PROCESS OF THE PROJECT

The following is an overview of the environmental review process for the General Plan Revision project that has resulted in preparation of this FEIR:

Notice of Preparation and Initial Study

In accordance with Section 15082 of the CEQA Guidelines, the City of Mt. Shasta prepared a Notice of Preparation (NOP) of an EIR on August 22, 2005. The City of Mt. Shasta was identified as the lead agency for the proposed project. This notice was circulated to the public, local, state, and federal agencies and other interested parties to solicit comments on the proposed project. The NOP is presented in Appendix 1.0-1 of the Draft EIR. Concerns raised in response to the NOP were considered during preparation of the Draft EIR.

Draft EIR

The DEIR contains a description of the project, description of the environmental setting, identification of project impacts, and evaluation of impacts that had the potential of being

1.0 INTRODUCTION

rated as 'significant', as well as an analysis of project alternatives. The Draft EIR (DEIR), with the Draft General Plan Revision, was released for public and agency review in September, 2006 with an initial review period that began on October 10, 2006 and was scheduled to end on November 27, 2006.

Final EIR

The City received written and oral comments from agencies, interest groups and/or the public regarding the Draft EIR. The Final EIR responds to the written comments received as required by CEQA. This document also contains minor edits to the Draft EIR, which are included in Section 3.0 (Revisions to the Draft EIR) and the final mitigation monitoring and reporting program for the project. This document constitutes the FEIR.

Certification of the Final EIR/Project Consideration

The City of Mt. Shasta will review and consider the FEIR. If the City finds that the FEIR is "adequate and complete", the City may certify the FEIR. 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 its environmental consequences.

Upon review and consideration of the FEIR, the City may take action to approve, revise, or reject the project. A decision to approve the project would be accompanied by written findings in accordance with CEQA Guidelines Section 15091 and Section 15093. Public Resources Code Section 21081.6 also requires lead agencies to adopt a mitigation monitoring and reporting program to describe measures that have been adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment.

Because all measures that will serve to mitigate environmental impacts in the context of the General Plan Update have been incorporated into the General Plan as policies or implementation measures, there is no separate mitigation monitoring and reporting program.

1.2 TYPE OF DOCUMENT

The CEQA Guidelines identify several types of EIRs, each applicable to different project circumstances. This EIR has been prepared as a program EIR rather than a project EIR. The program analysis focuses primarily on the changes in the environment that would occur as a result of adoption of the planning framework of the City. The analysis addresses impacts that would result from the adoption of the proposed General Plan Revision.

1.3 INTENDED USES OF THE EIR

This EIR has been prepared in accordance with the California Environmental Quality Act (CEQA). The EIR is intended to evaluate the environmental impacts of the project to the greatest extent possible and to be used to modify, approve, or deny approval of the proposed project based on the analysis in the EIR. Subsequent actions that may be associated with the project are identified in Section 3.0 (Project Description) of the Draft EIR.

1.4 ORGANIZATION AND SCOPE OF THE FINAL EIR

This document is organized in the following manner:

SECTION 1.0—INTRODUCTION

Section 1.0 provides an overview of the EIR process to date and what the FEIR is required to contain.

SECTION 2.0—COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

Section 2.0 provides a list of commentors, copies of written comments (coded for reference) and the responses to those written comments made on the Draft EIR.

SECTION 3.0—REVISIONS TO THE DRAFT EIR

Section 3.0 consists of the Draft EIR (incorporated by reference) and revisions to the Draft EIR that are a result of responses to comments, as well as minor staff edits that do not change the intent or content of the analysis.

2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES TO COMMENTS

2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES TO COMMENTS

2.1 INTRODUCTION

The Draft EIR for the City of Mt. Shasta General Plan Update Project [SCH# 2005082099] was circulated for a public review period originally scheduled to begin on October 10, 2006, and to close on November 27, 2006. The Planning Commission kept the public review period open as the Commission held its public hearings in review of the proposed General Plan update. Four comment letters on the Draft EIR were received and are included in this Final EIR. Additional verbal comments on the EIR, and/or related to environmental concerns, were made during the public review of the project.

The City of Mt. Shasta, acting as lead agency, directed that responses to the Draft EIR comments be prepared. The response to some comments result in minor revisions of the proposed General Plan Update. Responses to comments received during the comment period do not involve any new significant impacts or "significant new information" that would require recirculation of the Draft EIR pursuant to CEQA Guidelines Section 15088.5.

2.2 LIST OF COMMENTERS

The following individuals and representatives of organizations and agencies submitted comments on the Draft EIR:

| Letter | Individual or Signatory | Affiliation | Date |
|--|--------------------------|--|----------|
| A | Marcelino Gonzalez | California Department of Transportation | 11/21/06 |
| B | Dave Singleton | Native American Heritage Commission | 11/07/06 |
| C | Alan Stovall, Unit Chief | California Department of Forestry and Fire Protection | 11/27/06 |
| D | Terry Roberts | California Governor's Office of Planning and Research, State Clearinghouse | 11/22/06 |
| Verbal Comments received at Planning Commission Meeting, October 17, 2006 | | | |
| 1 | Molly Brown | Resident | 10/17/06 |
| 2 | Peggy Risch | Resident | 10/17/06 |
| 3 | Michael Williams | Resident | 10/17/06 |
| 4 | Stephan Funk | Resident | 10/17/06 |
| 5 | Susan Heilman | Resident | 10/17/06 |
| 6 | Meadow Barr | Resident | 10/17/06 |
| 7 | John Roshek | Resident | 11/28/06 |

2.3 COMMENTS AND RESPONSES

2.3.1 REQUIREMENTS FOR RESPONDING TO COMMENTS ON A DRAFT EIR

CEQA Guidelines 15088 requires that lead agencies evaluate comments on environmental issues received on the Draft EIR and prepare a written response. The written response must address the significant environmental issue raised and must provide a detailed response, especially when specific comments or suggestions (e.g., additional mitigation measures) are not accepted. In addition, the written response must be a good faith and reasoned analysis. However, lead

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

agencies need only to respond to significant environmental issues associated with the project and do not need to provide all the information requested by commenters, as long as a good faith effort at full disclosure is made in the EIR (CEQA Guidelines 15204).

CEQA Guidelines 15204 recommends that commenters provide detailed comments that focus on the sufficiency of the Draft EIR in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. CEQA Guidelines 15204 also notes that commenters should provide an explanation and evidence supporting their comments. Pursuant to CEQA Guidelines 15064, an effect shall not be considered significant in the absence of substantial evidence.

CEQA Guidelines 15088 also recommends, where response to comments results in revisions to the Draft EIR, that those revisions be noted as a revision to the Draft EIR or in a separate section of the Final EIR. Such revisions are noted in Final EIR Section 3.0.

2.3.2 RESPONSES TO COMMENT LETTERS

Written comments on the Draft EIR are reproduced on the following pages, along with responses to those comments. To assist in referencing comments and responses, the following coding system is used:

- Public agency comment letters are coded by letters and each issue raised in the comment letter is assigned a number (e.g., Comment Letter A, comment 1: A-1).
- Individual and interest group comments are coded by numbers and each issue raised in the comment letter is assigned a number (e.g., Comment Letter 1, comment 1: 1-1).

Where changes to the Draft EIR text result from responding to comments, those changes may be included in the response and demarcated with revision marks (underline for new text, ~~strike-out~~ for deleted text).

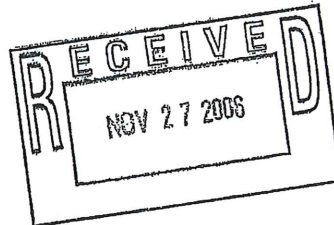
Letter A

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
OFFICE OF COMMUNITY PLANNING
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*Flex your power!
Be energy efficient!*



November 21, 2006

Mr. Keith McKinley
City of Mt. Shasta
305 North Mt. Shasta Blvd.
Mt. Shasta, CA 96067

IGR/CEQA Review
Sis-Admin-Admin
Mt. Shasta General Plan Update DEIR
SCH# 2005082099

Dear Mr. McKinley:

The California Department of Transportation (Caltrans) has reviewed the General Plan Update and Draft Environmental Impact Report (DEIR) submitted on behalf of the City of Mt. Shasta.

The updated Noise Element recognizes that Interstate 5 (I-5) and the Union Pacific railroad are transportation noise sources. Consequently, portions of the community are affected by transportation noise. The Noise Element also includes implementation measures to evaluate, on an individual project basis, site-specific impacts. We agree that new development located near transportation noise sources should be required to address transportation noise and provide noise reduction measures to the extent feasible. These site-specific measures would include the incorporation of building materials, building location, building orientation, setbacks, and/or walls or barriers.

A-1

It is suggested that Figure 4-1, the Circulation map, be revised and enlarged and labelling added to include all of the roadways identified in the future roadways discussion.

A-2

The Circulation Policy implementation measures discuss impacts to level of service (LOS) and capacity improvements to mitigate impacts. It is recommended that the implementation measures also recognize that new development may be required to provide operational improvements where safety concerns would result from the planned growth. This is applicable to Implementation Measure C1-2 (e) (Page 4-5). The measure should include that the operation of the road system will also be analyzed, not just the level of service. For example, an analysis may need to be done to make sure that a new road connection will not cause a safety and operations issue, even if the road has plenty of capacity to handle more traffic volume. Level of Service is not the only criteria that needs thorough analysis.

A-3

Similarly, Implementation Measure C1-1.2 (b) (Page 4-4), states that when the Level of Service is expected to drop below C, that improvements need to be initiated to reduce the impact. The paragraph states that capacity shall be increased. In fact, oftentimes it is not possible to increase capacity. All options for improving LOS should be considered, not just increasing capacity.

"Caltrans improves mobility across California"

Letter A Continued

Sis-Admin
Mt. Shasta General Plan Update DEIR
SCH# 2006082111
November 21, 2006
Page 2

The Draft EIR recognizes that Caltrans endeavors to maintain a target LOS C on State Highway facilities and that this may not always be feasible. Implementation measure C1-1.2 (d) (Page 4-4) states when a traffic analysis is to be conducted. Please also include that the Caltrans Guide for the Preparation of Traffic Impact Studies should be used in determining whether a traffic study needs to be done when the project's impacts potentially affect the State highway system. | A-4

The document identifies traffic zones and recognizes that future operational improvements may be necessary at the South Mt. Shasta Boulevard/I-5/State Route 89 interchanges. As the community continues to develop, the potential impacts to the State facilities including the Lake Street, North Mt. Shasta Boulevard, and Abrams Lake interchanges should also be recognized as potentially requiring operational improvements to handle increased growth. | A-5

Implementation Measure C1-3.1 (b) (Page 4-9), the measure should be re-written to clearly state that new development shall be responsible for improving required roadways to the ultimate planned/designated width. | A-6

Implementation Measure C1-3.1(c) Page 4-10, suggest replacing the word "applicable" with the word "appropriate." | A-7

General Plan Page 4-13, Public Transit. Last sentence. Why are wheelchair-lift equipment and bike racks only available on the buses during daylight savings time? Is that April to November? | A-8

General Plan Page 4-18, Figure 4-2. A north arrow for orientation would be helpful. | A-9

Caltrans will continue to work with the City, Siskiyou County, and the Siskiyou County Transportation Commission to address transportation concerns. Thank you for the opportunity to provide comments on the environmental document and the updated General Plan. If you have any questions, or if the scope of this project changes, please call me at 225-3369.

Sincerely,



MARCELINO GONZALEZ
Local Development Review
District 2

"Caltrans improves mobility across California"

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

Letter A: Marcelino Gonzalez, California Department of Transportation, November 21, 2006

Response A-1: Caltrans states new development located near transportation noise sources should be required to address noise and provide noise reduction measures to the extent feasible. The Updated General Plan includes policies and revised standards that will apply to new uses that will be affected by traffic and railroad uses. (See Policy NZ-1.4) Implementation Measure NZ-1.4(a) requires that the City evaluate transportation noise sources of proposed projects according to the noise level standards shown in Table 7-6, which is a new table for the City's General Plan. Furthermore, IM NZ-1.4(b) requires using acceptable acoustical engineering and construction standards to incorporate design features to reduce traffic noise to achieve the noise standards shown in table 7-6.

Response A-2: It is suggested that Figure 4-1, Circulation Map, be revised and enlarged and labeling added to include all of the roadways identified in the future roadways discussion. It is not expected that the City will produce a revised map at this time.

Response A-3: It is recommended that the implementation measures also recognize that new development may be required to provide operational improvements where safety concerns would result from the planned growth. This is applicable to Implementation Measure CI-1.2(e). The measure should include that the operation of the road system will also be analyzed, not just the level of service. Also, concerning Implementation Measure CI-1.2(b), it is often not possible to increase capacity, and all options for improving LOS should be considered, not just increasing capacity.

In response, it is proposed that Implementation Measure CI-1.2(b) be revised to read as follows:

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), or to have significant safety issues related to the volume of use, the City shall initiate plans for improvements designed to increase capacity, and/or to improve other operational features of the roadway or intersection to improve the LOS and traffic safety.

Response A-4: Concerning IM CI-1.2(d), Caltrans requests that it be included that the *Caltrans Guide for the Preparation of Traffic Impact Studies* should be used in determining whether a traffic study needs to be done when the project's impacts potentially affect the State highway system.

General Plan Implementation Measure CI-1.2(d) will be revised to read as follows:

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 4-2. When a project will potentially impact a state highway, consideration will be given to the *Caltrans Guide for the Preparation of Traffic Impact Studies* to determine when and how a related traffic study should be completed.

Response A-5: The EIR recognizes that future operational improvements may be necessary at the South Mt. Shasta Boulevard/I-5/State Route 89 interchanges. Caltrans would like it

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

stated that, as the community continues to development, the potential impact as to the State facilities including the Lake Street, North Mt. Shasta Boulevard, and Abrams Lake interchanges should also be recognized as potentially requiring operational improvements to handle increased growth.

General Plan Page 4-9. To respond to the comment from Caltrans, it is proposed that a discussion be added to the Circulation Element concerning interchanges.

With Interstate 5 passing through the City of Mt. Shasta, and State Route 89 intersecting with I-5 just south of the City, the condition and operation of these highways is of concern to the City. In turn, development within the City and elsewhere in the planning area may impact the interchanges and ramps onto and off of the highways. **Table 4-5, Future Intersection Improvements**, notes concerns with the intersection of North Mt. Shasta Boulevard and Spring Hill Road, which is at the northbound on-ramp to Interstate 5, as well as the overpass that serves as part of the south-bound I-5 off-ramp to Mt. Shasta Boulevard. Future improvements to these traffic facilities will need to be designed in a coordinated manner to address all of the related circulation issues.

The south end of South Mt. Shasta Boulevard also functions in a close relationship with the Interstate 5/State Route 89 Interchange. Redevelopment of these interchanges will need to be coordinated and may have implications concerning land use in the vicinity. Also, development in this area may have issues concerning operational improvements related to the highways to accommodate increased growth.

Caltrans has noted that, as the community continues to develop, the potential impacts to state highways will need to be evaluated concerning not only the interchanges discussed above, but also the Interstate 5 interchanges at Lake Street and Abrams Lake Road. When projects have the potential of impacting the state highway system, the design and environmental review processes need to consider the *Caltrans Guide for the Preparation of Traffic Impact Studies* to determine whether a traffic study is needed to evaluate potential impacts to the highway.

Response A-6: Caltrans states, concerning IM CI-3.1(b), that the measure should be re-written to clearly state that new development shall be responsible for improving required roadways to the ultimate planned/designated width.

Page 4-9. Revise Implementation Measure as follows:

CI-3.1(b): Where a development is required to perform new roadway construction or road widening, the entire roadway shall be completed by the developer to its ultimate planned and designated width from curb-to-curb prior to operation of the project for ~~with~~ which the improvements were constructed, 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.

Response A-7: Concerning IM CI-3.1(c), suggest replacing the word "applicable" with the word "appropriate".

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

Page 4-10. Revise as follows:

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

Response A-8: Question concerning Page 4-13, Public Transit. Why are wheelchair lift equipment and bike racks only available on the buses during daylight savings time? Is that April to November?

Page 4-13. Revise last sentence of Public Transit discussion as follows:

Busses are wheelchair-lift equipped and bike racks are available ~~during daylight savings time.~~

Response A-9: Figure 4-2, a north arrow for orientation is recommended. This conceptual illustration is reproduced from another source (i.e., the Mt. Shasta Community Action Plan, 2002). The original illustration did not have a north arrow.

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

Letter B

STATE OF CALIFORNIA

Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
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Fax (916) 657-5390
Web Site www.nahc.ca.gov
e-mail: ds_nahc@pacbell.net



November 7, 2006



Mr. Keith McKinley
City of Mt. Shasta
305 No. Mt. Shasta Boulevard
Mt. Shasta, CA 96067

Re: SCH#2005082099; CEQA Notice of Completion; Draft Environmental Impact Report (EIR) for the City of Mt. Shasta General Plan Update (Revision EIR); Siskiyou County, California

Dear Mr. McKinley

Thank you for the opportunity to comment on the above-referenced document. The Native American Heritage Commission is the state's Trustee Agency for Native American Cultural Resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per CEQA guidelines § 15064.5(b)(c). In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

- ✓ Contact the appropriate California Historic Resources Information Center (CHRIS). The record search will determine:
 - If a part or the entire APE has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded in 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 (SLF) search of the project area and information on tribal contacts in the project vicinity who may have additional cultural resource information. Please provide this office with the following citation format to assist with the Sacred Lands File search request: USGS 7.5-minute quadrangle citation with name, township, range and section.
 - The NAHC advises the use of Native American Monitors to ensure proper identification and care given cultural resources that may be discovered. The NAHC recommends that contact be made with Native American Contacts on the attached list to get their input on potential project impact, particularly the contacts of the on the list.
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological 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 unmarked cemeteries in their mitigation plans.

B-1

B-2

B-3

Letter B Continued

* CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.

B-3
cont.


✓ Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the CEQA Guidelines 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 § 15370 of the CEQA Guidelines, when significant cultural resources are discovered during the course of project planning.

B-4

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,



Dave Singleton
Program Analyst

Cc: State Clearinghouse
Attachment: List of Native American Contacts

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

Letter B: Dave Singleton, State of California Native American Heritage Commission, August 29, 2006

Response B-1: The Native American Heritage Commission is the state's trustee agency for Native American cultural resources. The comment addresses the need for certain types of projects to include record searches, Sacred Lands File search, and field surveys to determine the potential for significant impacts to cultural resources. Record searches and surveys are commonly required by the City of Mt. Shasta for proposed development and infrastructure projects in the planning area. The proposed General Plan Update, as a policy document, reinforces and expands upon the current general plan's policies concerning cultural resources in clarifying required measures (including record searches and surveys) that will serve to evaluate the potential for cultural resources and to mitigate impacts when identified. Previous studies (e.g., Archaeological Inventory Survey, Roseburg Infrastructure Improvement Project, 2004) indicate that the Native American Heritage Commission has no Sacred Land listings for the project area.

The City's General Plan 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*.

Response B-2: The General Plan notes, as suggested, that the lack of surface evidence of archeological resources does not preclude their subsurface existence. The General Plan expands upon mitigation provisions that the City will require for the identification and evaluation of accidentally discovered resources when approving construction projects.

Response B-3: The comment notes that lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigation plans. As a policy document, the proposed General Plan Update contains a new policy that clarifies the City's requirements concerning the inadvertent discovery of human remains. This is addressed in 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

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

notify the Native American Heritage Commission, and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed."

Response B-4: The comment advises that lead agencies should consider avoidance, as defined in CEQA Guidelines Section 15370, when significant cultural resources are discovered during the course of project planning. General Plan Implementation Measure OC-8.1(c) states: "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."

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

Letter C

STATE OF CALIFORNIA—THE RESOURCES AGENCY

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF FORESTRY AND FIRE PROTECTION

SISKIYOU UNIT
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P.O. Box 128
Yreka, CA 96097
530-842-3518



November 27, 2006

Mr. Keith McKinley
City of Mt. Shasta
305 N. Mount Shasta Blvd.
Mt. Shasta City, CA 96067

Re: City of Mt. Shasta General Plan Revision – Draft Environmental Impact Report
SCH #2005082099

Dear Mr. McKinley:

Siskiyou Unit CDF is in receipt of the above referenced Notice of Preparation for the Draft Environmental Impact Report. CDF would like to provide the following comments on the proposed project.

CDF has enforcement responsibility for requirements of the Z'berg-Nejedly Forest Practice Act of 1973. CDF is also the lead agency for those parts of projects involving the scope of the Forest Practice Act.

Timber resources are identified and discussed in the draft documents. CDF feels that the rules that regulate the removal of timber resources should be referenced in the Draft General Plan and Draft Environment Impact Report.

The following comments reflect the basic Resource Management policies of the Board of Forestry and Fire Protection and CDF on CEQA review requests. These policies apply to both Local and State Responsibility Areas.

1. If any timber operations (as defined by PRC Section 4527) are involved with a project, they must be approved by CDF prior to undertaking operations. A Timber Harvesting Plan (THP) may be required. A Timberland Conversion Permit (TCP) may also be required.
2. If a proposed project will result in the conversion of greater than three (3) acres of timberland to non-timber use, a TCP is required prior to undertaking any conversion operations. Provisions and procedures for filling an application for a TCP are found in Article 9, Division 4, Chapter 8 of the Public Resources Code.
3. Section PRC 1104.2 "Exemption for Conversion of Non-TPZ Land for Subdivision Development" allows for timber operations for the conversion of land not in TPZ for subdivision development exemptions from the TCP rules. A Notice of Exemption from Timberland Conversion Permit for Subdivision form will still be required. Please reference this section code for the particulars of the exemption.

The following comments relate to the "Safety Element" of the proposed Draft EIR. CDF notes that you have recommended implementation measures to address Fire Hazards (Section D.). It appears that these measures comply or are more stringent than applicable State of California standards that we enforce. Although CDF does not enforce state mandates in Local Responsibility

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C-1

C-2

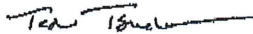
Letter C Continued

Areas, we feel that fire prevention is a statewide concern. Therefore, we would like to reference the *Fire Hazard Zoning Field Guide* for reference in your efforts for dealing with land use planning. Please find the *Fire Hazard Zoning Field Guide* at <http://osfm.fire.ca.gov/zoning.html>.

C-2
cont.

Thank you for the opportunity to review and comment on this proposal. If you need further assistance please contact me via email at ted.tsudama@fire.ca.gov or by telephone at 530-842-3516.

Alan Stovall, Unit Chief



By Ted Tsudama
Environmental Coordinator



By Ron Bravo
Fire Prevention Bureau

Cc: State Clearinghouse
Alan Robertson, CDF Sacramento
Chris Zimny, CDF Sacramento

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

Letter C: Alan Stovall, California Department of Forestry and Fire Protection, November 27, 2006

Response C-1: CDF states that they would like the rules that regulate the removal of timber resources to be referenced in the General Plan and EIR. CDF provides several statements that they state reflect the basic resource management policies of the Board of Forestry and Fire Protection and CDF on CEQA review requests, and that apply to both local and state responsibility areas.

The following material is proposed to be added to the Draft General Plan Open Space and Conservation Element, in the Background section concerning Forest Lands (Page 5-19), and will be added as supplementary material for the EIR:

The California Department of Forestry and Fire Protection (CDF) has enforcement responsibility for requirements of the Z'berg-Nejedly Forest Practice Act of 1973, as amended. CDF is also the lead agency for those parts of projects involving the scope of the Forest Practices Act. There are basic resource management policies of the Board and Forestry and Fire Protection and CDF concerning the removal of timber resources that apply to both Local and State Responsibility Areas.

1. If any timber operations (as defined by California Public Resources Code (PRC) Section 4527) are involved with a project, they must be approved by CDF prior to undertaking operations. A Timber Harvesting Plan (THP) may be required. A Timberland Conversion Permit (TCP) may also be required.
2. If a proposed project will result in the conversion of greater than three acres of timberland to non-timber use, a TCP is required prior to undertaking any conversion operations. Provisions and procedures for filing an application for a TCP are found in the PRC (Article 9, Division 4, Chapter 8).
3. PRC Section 1104.2 "Exemption for Conversion of Non-TPZ Land for Subdivision Development" allows for timber operations for the conversion of land not in TPZ for subdivision development exemptions from the TCP rules. A Notice of Exemption from Timberland Conversion Permit for Subdivision form is required.

Response C-2: Concerning the General Plan Safety Element, CDF notes that the measures of the Draft General Plan concerning Fire Hazards appears to comply with or be more stringent than applicable State of California standards that are enforced by CDF. Although CDF does not enforce state mandates in Local Responsibility Areas, they would like the General Plan to make reference to *Fire Hazard Zoning Field Guide* in addressing land use planning.

Add Implementation Measure SF-4.1(g) to the General Plan Safety Element:

SF-4.1(g): In evaluating proposed measures for public safety concerning fire hazards, the City will consider, and will encourage the County to consider, the recommendations and standards set forth in the *Fire Hazard Zoning Field Guide*.

Letter D



Arnold Schwarzenegger
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Sean Walsh
Director

November 21, 2006

Keith McKinley
City of Mount Shasta
305 N. Mount Shasta Boulevard
Mount Shasta, CA 96067

Subject: City of Mt. Shasta General Plan Revision Draft EIR
SCH#: 2005082099

Dear Keith McKinley:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on November 20, 2006, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

D-1

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 823-8018 www.opr.ca.gov

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

Document Details Report State Clearinghouse Data Base Letter D Continued

SCH# 2005082099
Project Title City of Mt. Shasta General Plan Revision Draft EIR
Lead Agency Mount Shasta, City of

Type EIR Draft EIR

Description The City of Mt. Shasta is proposing a revision of the City's General Plan. The project is a comprehensive amendment to revise and update the City's General Plan. The principle content of the current general plan was adopted in 1993. The City proposes amendments of general plan goals, policies and implementation measures contained in the Land Use Element, the Circulation Element, a combined Open Space/Conservation Element, the Safety Element, and the Noise Element, the Safety Element, and the Noise Element. The City is also considering related revisions in its Land Development Code. The Draft EIR discusses the following environmental issues related to the proposed revision of the General Plan: land use; population/housing; transportation and traffic; geology, soils and mineral resources; hazards; noise; biological resources; air quality; cultural resources; public service and utilities; aesthetics and visual resources; and hydrology/water quality.

Lead Agency Contact

Name Keith McKinley
Agency City of Mount Shasta
Phone (530) 926-7510
Fax
email
Address 305 N. Mount Shasta Boulevard
City Mount Shasta
State CA **Zip** 96067

Project Location

County Siskiyou
City Mount Shasta
Region
Cross Streets
Parcel No. Various
Township
Range
Section
Base

Proximity to:

Highways Hwy. 89, I-5
Airports
Railways UPRR
Waterways Blg Springs, Sacramento River
Schools
Land Use

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Cumulative Effects; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Growth Inducing; Landuse; Minerals; Noise; Population/Housing Balance; Public Services; Schools/Universities; Septic System; Sewer Capacity; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife

Reviewing Agencies Resources Agency; Regional Water Quality Control Board, Region 1; Department of Parks and Recreation; Native American Heritage Commission; Public Utilities Commission; Office of Emergency Services; Office of Historic Preservation; Department of Forestry and Fire Protection; Department of Fish and Game, Region 1; Department of Water Resources; Department of Conservation; California Highway Patrol; Caltrans, District 2; Department of Toxic Substances Control

Date Received 10/05/2006 **Start of Review** 10/05/2006 **End of Review** 11/20/2006

Note: Blanks in data fields result from insufficient information provided by lead agency.

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

Letter D: Terry Roberts, Director, State Clearinghouse, Governor's Office of Planning and Research, November 21, 2006

Response D-1: The comment letter from the State Clearinghouse is basically a transmittal letter certifying that the Draft EIR has been circulated for review by selected state agencies and their comments have been forwarded to the City. The City will respond to the particular comments of those agencies.

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

Responses to EIR Comments from Planning Commission Public Hearing, October 17, 2006

Molly Brown, Resident

Comment: Ms. Brown's comments addressed the General Plan, but some comments related to EIR issues. Comments related to the EIR raised issues about global climate change, energy use and the need for policies to mitigate impacts, including energy conservation measures.

Response: Sections related to Ms. Brown's comments are being added to the General Plan Open Space and Conservation Element. A new Section E, Energy Resources, is being added. Related goals, policies and implementation measures are included. A new Section F, Climate Change, is also being added to address global and local climate change factors. Policy OC-14.1 is added stating: "The City will consider the potential factors of climate change in planning community infrastructure and services."

The background discussion for these sections are also being added to the Final EIR.

Peggy Risch, Resident

Comment: Along with comments on the General Plan, Ms. Risch provided comments related to potential environmental impacts. Expressed support for buffering the Souza aggregate operation from residential development. Expressed concern for impacts to the viewshed that may result from development of the Spring Hill area and that there should be stronger guidelines for signs, etc. to protect the viewshed. Expressed concern for continued growth while there are recognized limitations in infrastructure, especially wastewater, and that current measures such as the so-called "moratorium" may be too weak and not adequately enforced.

Ms. Risch also expressed concern about the extent of the proposed "Employment Center" land use designation in the General Plan in the vicinity of the Dannon/Coca Cola facility, and that the EIR does not adequately evaluate the environmental impacts of new industrial development in this area of the planning area. She contends that the change from General Residential is understandable for the actual water bottling facility, but that it should not extend to undeveloped properties in an area approximately 250 acres in size. An EIR for such a proposal would need to consider potentially significant environmental impacts including traffic, noise, induced growth, visual impacts, water, etc.

Ms. Risch addressed the need to protect the City's water resources.

Ms. Risch also addressed the need for more policies relating to open space, trails and bicycles.

Response: Concerning buffering around the aggregate operation, the General Plan will have policies to discourage incompatible development. In fact, OC-6.1(e) is being revised to state that residences and commercial uses having overnight accommodations should be required to obtain a conditional use permit if proposed to be located within 300 feet of the property line of a parcel on which

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

there is a permitted mining or related processing operation, as opposed to only 100 feet as originally proposed. Since the General Plan is not proposing any more intensive land use in the vicinity of the aggregate operation, no additional evaluation is needed for the EIR.

Concerning the viewshed in the Spring Hill area, the proposed revision of the General Plan has much more to say about the need for planning and the visual and design sensitivity of this highly-visible area of the community than was considered in the previous general plan. Provisions are now included to require a Specific Plan, which will address visual concerns. In the interim, Policy LU-20.2 states that the City will review project proposals along Spring Hill Drive to, among other issues, see that development does not obstruct or significantly detract from views of Mount Shasta. Also, a new Policy LU-20.3 is proposed to be added to state: When formulated, the Spring Hill Area Specific Plan shall outline special design standards for development to minimize impacts on the scenic values of the area, including standards for signage.

Concerning infrastructure limitations, the Planning Commission has recommended adding Implementation Measure LU-16.1(b): If the City has compelling information that indicates that the wastewater treatment and/or collection system does not have adequate capacity to accommodate additional connections, including capacity during peak flow periods, the City shall utilize and sustain moratoriums or other restricting policies to ensure that new connections do not result in adverse environmental impacts or violations of management standards until the capacity of the system can be expanded or otherwise determined to be adequate.

Concerning the proposed "Employment Center" land use designations in the vicinity of the CCDA Waters (AKA, Danone/Coca Cola) water bottling facility, the Planning Commission agrees that the area that is proposed to be designated as Employment Center in the City's General Plan should be limited to only the parcels along Ski Village Drive that are already zoned "Industrial" or "Commercial" by the County. This is only proposed to recognize the reality of existing zoning and land use. The Land Use Map will be revised accordingly. It is noted that this area is outside of the city limits and that the County should be required to evaluate and mitigate impacts should there be proposals to expand commercial or industrial uses in this area.

Concerning the recommendations for measures to protect the City's water resources, a policy has been proposed as follows: "Policy LU-18.5: In order to ensure the protection and management of the water system in the best interest of residents and property owners in the City, the City will retain the water system in municipal ownership and management."

This policy is proposed to be supported with the following Implementation Measure: "LU-18.2(b): The City shall strive to protect its spring water sources by means such as preventing development (especially the use of septic tanks) within adequate buffer areas in the vicinity of its spring water sources, and/or facilitating the purchase of land or development rights in those areas."

Concerning open space, it is noted that the Planning Commission requested and the PMC provided additional discussion for the General Plan Open Space and

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

Conservation Element concerning Parks and Recreation. Also being added as a result of comments on the Draft General Plan is an Implementation Measure (LU-20.1 (b)) and designation in the Land Use Map indicating the need for parks in the Spring Hill area as residential development occurs, and when a Specific Plan is prepared. Also, Implementation Measure OC-9.1(a) is being revised to read: Require developers of residential projects to contribute land for park sites and/or pay in-lieu fees to improve parks in the vicinity at the maximum rate allowed by law.

Michael Williams, Resident

Comment: Mr. Williams discussed recommendations for a Bicycle Plan as part of the Updated General Plan, or more specific policies concerning planning for bicycles. The comments on the EIR related primarily to whether a bicycle plan, if not prepared now, would require a separate environmental review. (Note: In addition to his comments at the October 17, 2006, public hearing, Mr. Williams addressed the Planning Commission several times during the Commission's review of the Draft General Plan concerning planning and policies for bicycle circulation.)

Response: One of the concerns about preparing a Bicycle Plan at this time was that the general plan project's scope of work (and the consultant's related budget) did not include preparing a Bicycle Plan or expanding the current General Plan EIR to address such a plan or policies that would trigger additional CEQA review. It is not known at this time if a Bicycle Plan would require a separate EIR or other CEQA review because it is not known whether the policies of such a plan would have potentially significant environmental impacts. Actual proposal of new bike trails, especially if not on existing streets, could trigger the need for project-level CEQA analysis. Although the Planning Commission felt that the General Plan Circulation Element could be further revised to include a few additional policies relating to bicycle use in the planning area, the City Council would need to approve a more extensive Bicycle Plan with an adequate budget for the plan and the related CEQA work.

Stephen Funk, Resident

Comment: Mr. Funk provided several comments during the October public hearing about the General Plan. No comments specifically addressed the Draft EIR.

Response: No additional response needed.

Susan Heilman, Resident

Comment: Ms. Heilman commented upon land use issues in the vicinity of Nixon Road (which is where she lives), including issues concerning compatible land uses, public safety involving the railroad crossing and bulk propane storage, and noise. She encouraged changes in land use designations that she felt would be more compatible.

Response: The General Plan is not proposing to change the basic land use designations in this area. The safety and noise factors that were discussed already exist in the area and would not result from the proposed revision of the General Plan. Future

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

development projects in this area will need to consider the development constraints and propose project-specific mitigation. No additional discussion was directed to the EIR.

Meadow Barr, Resident

Comment: Ms. Barr commented upon the General Plan, including support for trails, 'day-lighting' of creeks and creating a city square on Castle Creek, need for a better Tree Plan and ordinance, protection and continued public ownership of the City's water supply, and other recommendations relating to the General Plan itself. No comments were made directly concerning the Draft EIR.

Response: Since no comments were made directly concerning the adequacy of the EIR, no additional response is needed in this context.

John Roshek, Resident

Comment: Mr. Roshek presented a recommendation that an Energy Element be added to the General Plan. He also raised issues that the City should consider taking over management of the Box Canyon power plant if possible.

Response: The City has concluded that preparation of an Energy Element is outside the current scope of work and budget for the General Plan Update and an Energy Element will be added to the General Plan at this time. The Planning Commission is willing to add a policy statement supporting preparation of an Energy Element when the City has the resources and opportunity to prepare one. A new Section E, Energy Resources, is being added. Related goals, policies and implementation measures are included. That section will also be added to the Final EIR. The City did not include the suggestion in the General Plan that the City should become involved in management of the Box Canyon power plant. Since no comments were made directly concerning the adequacy of the EIR, no additional response is needed in this context.

3.0 REVISIONS TO THE DRAFT EIR

3.1 INTRODUCTION

The Final EIR for this project incorporates the Draft EIR by reference, and includes a description of minor revisions that have been made to, and supplemental material that has been added to, the Draft to constitute the Final EIR. These modifications resulted from responses to comments received during the Draft EIR public review period. The revisions herein do not result in new significant environmental impacts, do not constitute significant new information, nor do they alter the conclusions of the environmental analysis. Changes are provided in revision marks (underline for new text and ~~strike-out~~ for deleted text).

3.2 CHANGES AND EDITS TO THE DRAFT EIR

Table of Contents

Delete listings for: 8.0, Housing Element, and 9.0, Report Preparers.

1.0 Executive Summary

The section of the Executive Summary outlining the proposed goals, policies and implementation measures of the General Plan Update will need to be revised to incorporate revisions and new provisions of the proposed plan.

2.0 Introduction

No changes required.

3.0 Project Description

Attached to the Final EIR will be the directions of the City Council, after consideration of the recommendations of the Planning Commission, pertaining to and clarifying final revisions to be made to the General Plan.

4.0 Introduction to the Environmental Analysis

No changes required.

4.1 Land Use

It is noted that references to the Land Use Maps and other policies of the General Plan are now to the maps and other provisions of the plan as revised through the public hearing process.

The following text is being added to the Land Use Element, Section 4.1.2, Regulatory Framework, under "State of California" (DEIR, Page 4.1-4):

The California Department of Forestry and Fire Protection (CDF) has enforcement responsibility for requirements of the Z'berg-Nejedly Forest Practice Act of 1973, as amended. CDF is also the lead agency for those parts of projects involving the scope of the Forest Practices Act. There are basic resource management policies of the Board and Forestry and Fire Protection and CDF concerning the removal of timber resources that apply to both Local and State Responsibility Areas.

3.0 REVISIONS TO THE DRAFT EIR

1. If any timber operations (as defined by California Public Resources Code (PRC) Section 4527) are involved with a project, they must be approved by CDF prior to undertaking operations. A Timber Harvesting Plan (THP) may be required. A Timberland Conversion Permit (TCP) may also be required.
2. If a proposed project will result in the conversion of greater than three acres of timberland to non-timber use, a TCP is required prior to undertaking any conversion operations. Provisions and procedures for filing an application for a TCP are found in the PRC (Article 9, Division 4, Chapter 8).
3. PRC Section 1104.2 "Exemption for Conversion of Non-TPZ Land for Subdivision Development" allows for timber operations for the conversion of land not in TPZ for subdivision development exemptions from the TCP rules. A Notice of Exemption from Timberland Conversion Permit for Subdivision form is required.

4.2 Population and Housing

No changes required.

4.3 Transportation and Circulation

No changes required.

4.4 Geology and Soils

No changes required.

4.5 Hazards

No changes required.

4.6 Noise

No changes required.

4.7 Biological Resources

No changes required.

4.8 Air Quality

No changes required.

4.9 Cultural Resources

No changes required.

4.10 Public Services and Utilities

To address concerns about energy use and conservation, a discussion about energy issues has been added to Section 4.10.1, Environmental Setting. This section is attached to this section as Final EIR Attachment A.

To address concerns about global climate change and the ways that it may impact the City, a discussion about climate change is proposed to be added to Section 4.10.1, Environmental Setting. This section is attached as Final EIR Attachment B.

4.11 Visual Resources

No changes required.

4.12 Hydrology and Water Quality

Figure 4.12-1, Water Courses in Vicinity of Mt. Shasta was added to Section 4.12, Hydrology and Water Quality of the Draft EIR. This figure is attached as Final EIR Attachment C.

5.0 Alternatives to the Project

No changes required.

6.0 Other Sections Required by CEQA

No changes required.

7.0 Report Preparers

No changes required.

3.0 REVISIONS TO THE DRAFT EIR

FINAL EIR

ATTACHMENT A

Add the following discussion to EIR Section 4.10, Public Services and Utilities (more specifically, to Section 4.10.1, Environmental Setting). Incorporate the references into the Reference Section of that section.

ENERGY RESOURCES

Energy Sources

The City is served primarily from PacifiCorp. According to their website, PacifiCorp is one of the West's larger utilities, serving more than 1.6 million customers in six western states. PacifiCorp was formed in 1984 when its electric utility, natural resource development and telecommunications businesses grew into full-fledged enterprises. In 1989, it merged with Utah Power & Light and continued doing business as Pacific Power and Utah Power. The company was acquired by Mid-American Energy Holdings Company in 2006. Today, PacifiCorp consists of three business units, aggregating up to PacifiCorp: PacifiCorp Energy, containing the electric generation, commercial and energy trading functions, and the coal-mining operations of the company, is headquartered in Salt Lake City, Utah; Pacific Power, which delivers electricity to customers in Oregon, Washington and California, is headquartered in Portland, Ore.; and Rocky Mountain Power, which delivers electricity to customers in Utah, Wyoming and Idaho, is headquartered in Salt Lake City, Utah. PacifiCorp is headquartered in Portland, Ore.

PacifiCorp provides power from a variety of sources including coal, hydro-electric, natural gas, biomass, wind and geothermal. The company's generating plans have the capacity to provide 8,470 megawatts of power from 69 generating plants. The company's website indicates that the company intends to invest in more renewable power generation with a goal of generating 400 megawatts from renewable resources by the end of 2007. Company literature also indicates a goal of generating 1,400 megawatts of power through renewable resources in the next ten years. Currently, approximately 219.9 megawatts of power is generated from four wind farms and one geothermal plant.

The company also operates a program entitled "Blue Sky", which allows consumers to "purchase" clean, wind energy in 100 kilowatt-hour (kwh) increments, called blocks. Once a consumer enrolls in Blue Sky, PacifiCorp buys renewable energy on their behalf equal to the Blue Sky purchase and helps develop small-scale renewable energy projects in the communities they serve. The customer can buy as many blocks as they would like. Nine blocks per month covers 100 percent of an average California home's electricity use.

While there is one hydroelectric power generation plant within the planning area at Siskiyou Lake, this facility is not operated by PacifiCorp but by Synergics Incorporated. The power plant generates up to five megawatts or approximately 18,364 megawatt hours.¹ The California Energy Commission shows that, as of 2001, there were ten operating renewable energy generation plants in Siskiyou County and with several more being planned.

¹ California Renewable Technology Market and Benefits Assessment, California Energy Commission, November 2001.

Energy Consumption and Conservation

A typical California resident uses 6,732 kilowatt hours (kWh) of electricity on an annual basis.² Using the Department of Finance estimate of 2.101 persons per unit, the average home in Mt. Shasta would be expected to consume approximately 14,144 kWh per year. During the planning horizon of this General Plan, it is anticipated that 824 single family homes will be built within the planning area. This amounts to an increase need of 11.65 gigawatts (GWh) per year.³ There are a number of factors that must be considered when addressing energy and energy conservation. New homes, for example, meet building code requirements for insulation and have new appliances that are usually part of the Energy Star® program. Heating and cooling systems for new homes are more efficient, as are windows and doors. Older structures, with their aging systems, present the best opportunity for energy savings through renovation and refit programs. As older homes are often part of the affordable housing inventory, investment in these structures often provides double benefit for the community: energy savings and cost savings, which is especially beneficial for low or very-low income residents.

Structure design also plays a part in energy consumption. Since 1974, the average size of a single family home has increased from 1,695 square feet to over 2,349 square feet, while the occupants per structure has dropped from 3.1 persons per unit in 1974 to 2.1 persons in 2004. Even though homes are more energy efficient, the increase in building size and decrease in numbers of occupants means that more energy is used per capita.

Conservation of energy can only address part of the future energy demand that growth will place on California and the City. Increases in energy costs will affect everything from the cost of construction materials to the cost of shipping materials to the community and the development of roads and building design. More efficient and higher density design also reduces the cost to residents. Being able to walk or bike to jobs, recreation or shopping reduces the need to drive. With energy costs in the area being much higher than the national average, the reduction of even one or two vehicle trips a day will be noticed by residents.

It is inefficient, and therefore expensive, to provide municipal services to very low density homes. Consider the simple act of patrolling in a police car. Homes that are farther apart take more gasoline to patrol than homes that are closer together because the vehicle must travel farther to serve the same number of residents. This makes the cost-per-resident served higher in very low density residential areas than in higher density development. The same holds true for water lines, wastewater collections systems, storm drainage facilities and nearly every other public service provided. More efficient design reduces the overall cost of constructing and maintaining services.

Increasing the number of housing units on a given area of land (i.e., increasing density) is not the only answer. Simply grouping housing units closer together can also have a negative effect on the neighborhood and the community. Good neighborhood design is essential. Increasing density will require that open space and other smart design features be built into the project from the onset, rather than added as a function of the approval process.

² http://www.energy.ca.gov/electricity/us_percapita_electricity_2003.html

³ $14,144 \text{ kWh} * 824 = 11,654,656 \text{ kWh} / 1,000,000 = 11.65 \text{ GWh}$

3.0 REVISIONS TO THE DRAFT EIR

Energy Efficiency

The US Green Building Council implements the Leadership in Energy and Environmental Design (LEED) Green Building Rating System™, which is the nationally accepted benchmark for the design, construction, and operation of high performance green buildings. LEED gives building owners and operators the tools they need to have an immediate and measurable impact on their buildings' performance. LEED promotes a whole-building approach to sustainability by recognizing performance in five key areas of human and environmental health: sustainable site development, water savings, energy efficiency, materials selection, and indoor environmental quality.

The LEED program is a rating process intended to evaluate design. By establishing a rating system, the process of rating a building will influence design and result in better planned and implemented projects. Because LEED relies on emerging technology, in its current form LEED buildings are typically more expensive to construct but less expensive to operate over time. As such, LEED buildings are often government, educational or large corporate structures, although homes are starting to meet the standards. Over time construction costs are expected to drop, making LEED Certified Buildings affordable for smaller projects and individual homes.

The U.S. Green Building Council has also produced a pilot version of neighborhood design called LEED-ND. Intended to enhance and foster more sustainable neighborhoods, many of the LEED-ND principles can be integrated into project design without adding cost. These include:

1. Encouraging and implementing a more compact urban form with a mix of uses.
2. Paying attention to the orientation of homes emphasizing the southern exposure.
3. Appropriate planting of landscape features (for example, planting deciduous trees on the south exposure to give shade in the summer but allow solar exposure in the winter).
4. Encouraging PacifiCorp to keep retro-fitting programs for older buildings.
5. Encourage appropriate, and correctly installed, on-site energy generation.
6. Provide connectivity to walking and bicycle paths.
7. Encourage and support recycling programs.
8. Support community gardens and local agriculture.
9. Encourage use of drip irrigation and timers to make effective use of water.
10. Investigate and support the use of reclaimed wastewater for irrigation of open space.

These concepts are supported in the policies of the Mt. Shasta General Plan and will be implemented through the zoning and design manuals that follow adoption of the plan.

As noted in the discussion on Green House Gas emissions, the State of California will be establishing goals for the reduction of emissions in the next few years. It is likely that these goals will also address energy conservation methods in an effort to use less fossil fuel. At the time the state guidelines are enforced, many agencies may need to either update their general plans, or adopt energy elements to implement the guidelines. The following goals, objectives and implementation measures are intended to help encourage energy efficiency within the Mt. Shasta General Plan Area:

To address issues related to energy use and conservation, the City of Mt. Shasta is considering adopting goals, policies and implementation measures similar to the following as part of its General Plan Update:

Goal OC-12: Strive to conserve energy resources.

Policy OC-12.1: Promote incentives for the use of site planning techniques, building orientation, building materials, and other measures that will reduce energy consumption.

Implementation Measures:

OC-12.1(a) Where feasible, require all new buildings and subdivisions to be designed and oriented in such a way as to take maximum advantage of the sun and winds for natural heating and cooling.

OC-12.1(b) In addition to enforcing the energy efficiency requirements of state law and the Uniform Building Code, encourage the incorporation of additional energy conservation techniques, such as innovation building construction, high-efficiency HVAC systems, etc. in new construction.

OC-12.1(c) Work with energy providers to develop and implement programs to reduce electrical demand in residential, commercial and industrial developments.

OC-12.1(d) Work with energy providers to educate the public in energy conservation techniques and products.

OC-12.1(e) Support weatherization retrofit and other incentive programs designed to replace inefficient heating and cooling systems with more efficient systems.

OC-12.1(f) Continue to support recycling efforts.

OC-12.1(g) Evaluate use of treated wastewater for irrigation of open space.

Goal OC-13: Encourage the development of sustainable energy sources.

Policy OC-13.1 Work with individuals and companies to correctly site, connect and operate alternative energy systems such as wind, solar, hydro, and other sustainable sources.

Implementation Measures:

OC-13.1(a) Support the development of alternative sources of energy such as roof-mounted solar panels, fuel cells or new technology.

OC-13.1(b) Publicize and support energy conservation incentive programs offered by utility companies, such as rebates to consumers who replace appliances with more energy-efficient models.

OC-13.1(c) Support appropriately located and operated co-generation facilities.

OC-13.1(d) Encourage and support alternative fuel sources such as bio-diesel.

Goal OC-14: Focused community planning concerning efficient energy use and conservation, and local energy production.

Policy OC-14.1 The City shall prepare a General Plan Energy Element when the City has adequate resources and is prepared to initiate such a project.

FINAL EIR

Attachment B

Add the following discussion to EIR Section 4.10, Public Services and Utilities (more specifically, to Section 4.10.1, Environmental Setting). Incorporate the references into the Reference Section of that section.

CLIMATE CHANGE

Scientific consensus supports the conclusion that humans are impacting global climate by increasing greenhouse gases (GHG) in the atmosphere. There is a vast body of credible scientific evidence to support the fact that global climate change is real. The Intergovernmental Panel on Climate Change (IPCC), a body created by the World Meteorological Organization and the United Nations Environment Program, was created to assess peer reviewed scientific and technical studies and reports in order to present "comprehensive, objective, open and transparent" information on climate change. (reference – *Principles Governing IPCC Work*, 1998 and amended 2003) According to the latest scientific research available at the time of this General Plan, the IPCC Fourth Assessment Report made the following statement:

"Global atmospheric concentrations of carbon dioxide, methane and nitrous oxide have increased markedly as a result of human activities since 1750 and now far exceed pre-industrial values determined from ice cores spanning many thousands of years. The global increases in carbon dioxide concentration are due primarily to fossil fuel use and land-use change, while those of methane and nitrous oxide are primarily due to agriculture."⁴

The Report goes on to state that "warming of the climate system is unequivocal" and scientists agree that there is a very high confidence (9 out of 10 chance of being correct) "that the globally averaged net effect of human activities since 1750 has been one of warming." This assessment is based upon peer reviewed scientific studies from a body of international scientists, which have taken into account changes in the climate system due to natural causes such as solar energy variations from the sun. These natural variations do not explain current rates or levels of warming or atmospheric concentrations of GHG.

California ranks 12th in the world in GHG emissions, but has taken the lead in creating stringent GHG emissions reduction policies. Assembly Bill 32 (adopted in 2006) will require the implementation of measures to reduce the state's GHG emissions to 1990 levels by 2020 – an expected 25% reduction. The main source of atmospheric carbon dioxide in California is the burning of fossil fuels, comprising 98% of gross carbon dioxide emissions.⁵

Climate change is a global problem, and GHGs impact the global atmosphere. This means that activities that take place in one part of the world impact the entire atmosphere, unlike criteria pollutants that have an impact on local air quality.

⁴ Contribution of Working Group I to the Fourth Assessment Report of the IPCC. *Climate Change 2007: The Physical Science Basis*. February 2007.

⁵ California Environmental Protection Agency. *Climate Action Team Report*. March 2006.

The City of Mount Shasta would be prudent to mitigate and prepare to adapt to climate change within the timeframe of this General Plan and into the future. Quantifying, managing and reducing GHG will help protect the health of the community, ecosystems, and biodiversity from dangerous climate changes. Reducing GHG also contributes to the achievement of various municipal goals such as improving air and water quality and fostering economic development.

For the purposes of this General Plan, most climatologists agree on the following:

1. Northern California will experience an increase in individual storm intensity.⁶
2. Mountain areas, including Mount Shasta, will likely see an increase in precipitation, though the snow/rain mix is likely to change toward more rain and less snow.⁷
3. California as a whole will experience hotter summers and possibly wetter winters.⁸
4. The potential for wildfires will increase.⁹

There are many other impacts that will likely occur as a result of climate change, but the above represent the most immediate and direct impacts on the City that are within the scope of this General Plan and EIR to address.

Increase in Storm Intensity

Some of the shifts in climate will be relatively easy to accommodate within the existing development review process. For example, the City is familiar with large winter storms and the need to remove snow and possibly store snow until the spring thaw. What is different is that there is reason to expect that heavy snow fall in the new climate may be followed more quickly by rain resulting in rain on snow events. This would affect storm drainage systems and storm drain design as warmer rain on snow would increase the amount of stormwater flow. An example of this potential was experienced by the City as a result of the New Year's Day storm of 1997. The City sustained damage as some storm drainage systems were unable to meet the peak storm demand, and some roadways were damaged as they were unable to accommodate rapidly moving stormwater runoff. The 1997 event was characterized as a 25 year storm event. As a matter of course, and implementation of General Plan policies LU-19.1, SF-1.1 and SF-1.2, new development is designed to accommodate or avoid impacts from a 100-year storm event. Newer areas of the community, constructed consistent with these policies, were relatively undamaged during the 1997 storm event. Obviously, as the climate changes, the definition of what constitutes a 100-year storm event will likely change and design standards will need to be revised.

The changes in climate will also affect how project design is considered. More intense snow storms will require places to store snow, or procedures to remove it to another location. An increase in rain will lead to more runoff and the need to improve storm drainage facilities to accommodate the additional runoff. Both of these factors must be considered during the design review process.

⁶ California Climate Change Center. *Our Changing Climate: Assessing Risks to California*. July 2006.

⁷ California Climate Change Center. *Scenarios of Climate Change in California*. February 2006.

⁸ Union of Concerned Scientists, *Confronting Climate Change in California*, October 2006.

⁹ California Climate Change Center. *Scenarios of Climate Change in California*. February 2006.

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More Rain and Less Snow

While individual storm events may be more severe, resulting in more snow and rain within an individual storm, the increase in temperature will result in less snow and more rain at this elevation. As the City already requires design for storm drainage, this impact will be less of a concern. The reduction of snow events may result in savings over time as the need to plow streets may be reduced. From a regional perspective, the reduction in snow may have a negative effect on outdoor winter activities that could, in turn, result in a loss of winter revenue to the community. (For example the City would lose transient occupancy and sales tax if the Mt. Shasta Board and Ski Park had insufficient snow to sustain operations for an extended period.) The reduction of snow, and of snow melt, will likely be of interest to the downstream water users. The City can expect increased pressure to reduce water usage and conserve the amount of water used to allow more of the commodity to be available downstream.

Hotter Summers and Wetter Winters

Hotter summers suggest that efficient use of water resources should be considered with each new project. As energy costs increase, and water resources become strained, wider use of treated effluent for irrigation of open space areas might be appropriate. Many homes in the region do not have air conditioning as current summer temperatures rarely stay high enough to warrant the cost of installation and operation. As temperatures during the summer increase between 5 and 10 degrees, more homes will be likely to install air conditioning. This will increase energy demand. Building design, orientation of the building on the lot and effective landscaping can help off-set the need for air conditioning and, if not eliminate the need, at least reduce the days during the summer when air conditioning is needed.

Increase in Wildfire Danger

As summers become hotter and drier, the always present risk of wildfire begins to increase. Policies in the plan require the provision of defensible space, maintained buffer areas and close coordination with the Forest Service and CDF in review of new development. The Plan also calls for the implementation of many provisions of the *Mt. Shasta Area Community Wildfire Protection Plan*, when appropriate. (See Policy SF-4.1) Access for fire fighting equipment, and the ability to evacuate homes during fire events, is also important. Policy SF-4.2 establishes requirements for at least two points of access for subdivisions. This may result in some properties being unable to develop, or to develop at a much lower density if multiple access points cannot be provided.

Mitigation

AB 32 (226) amended the Health and Safety Code to add Section 38500, which requires the California Air Resources Board to develop a plan to ensure that GHG emissions in 2020 do not exceed 1990 levels. The provisions of the code require a rapid determination of 1990 levels and suggest several types of mitigation strategies. The approach is directed toward a state-wide effort to reduce GHG emissions. The legislation requires cities and counties to participate in the final mitigation strategy. As the mitigation strategy has yet to be developed, the General Plan may need to be revised once it is available in order to meet its mandate.

One of the primary sources of GHG emissions is the personal automobile. Regulation of automobile emissions is within the jurisdiction of the California Air Resources Board. Regulation of how vehicle trips occur and what options are available to the community is, to some extent, within the jurisdiction of that community. In urban areas, increased use of mass transit, or light rail, car pools, etc., can substantially reduce the number of vehicle trips and thereby decrease

emissions. This is possible because there is a large number of persons for any given area, and many of them are headed toward common destinations. In rural areas like Mt. Shasta, reducing the use of the personal automobile is a little more complicated.

The existing development pattern in the City and surrounding area is not dense enough to support a mass-transit system. Many of the jobs in the area require driving, either for the job itself, or to reach the place of employment. The sprawling nature and extremely low density of homes in the region discourage walking except as a means of recreation. Because of limited selection, lack of sales tax in Oregon, and other factors, major shopping is often done on a bi-weekly or monthly basis at stores in locations far from the City. Weather, topography and the lack of a connected trail or route system, discourage general use of bicycles, skateboards, roller skates or other personal transportation methods. These factors all work together to support a culture and community that requires personal transportation to function.

Despite these realities, there are actions the City can take locally to help reduce GHG emissions, many of which are already addressed in the City's General Plan. These include:

1. Encourage higher density and land use diversity in residential projects. This means a movement toward urban densities and smaller individual lot sizes. This also supports an increase of non-traditional housing types like condominiums, townhouses, etc., and the mixing of appropriate professional, medical and commercial uses within the residential project to reduce trips.
2. Encourage mixed use live-work units in the downtown and other appropriate areas and also allow an appropriate expansion of home occupations. Particularly in the downtown where there is a history of residential uses atop commercial space, live work units could be encouraged. These units could also be encouraged in other areas of the community as appropriate. Obviously, potential neighborhood nuisances, such as dust, noise, deliveries, customers, etc., would need to be addressed within the implementing code structure.
3. Support and encourage green building design and principles in the preliminary design phases and during design review. The US Green Building Council's Leadership in Energy and Environmental Design (LEED) Green Building Rating System™, or other green building programs, can be suggested or even required to promote efficient buildings, resulting in reduced energy use, healthier indoor air quality, reduced water use and more efficient use of resources. As a first step, the City can resolve to utilize green building practices for all municipal buildings and affordable housing in order to lead by example. Doing so will reduce energy and water use along with their associated expenses, which promotes fiscal responsibility and improved indoor and outdoor environments.
4. Support a reasonable trail and/or bicycle and pedestrian route system that connects shopping, schools, employment and residential uses. This would move trails from being perceived as a recreational amenity toward being another mode of transportation similar to a roadway or rail system. (See Goal CI-8)
5. Encourage large employers to have bicycle parking and possibly locker rooms available for employees to shower and change.
6. Encourage a diverse business environment to discourage the need for shopping out of town.
7. Encourage in-fill development to occur at a higher density than the surrounding area. (See LU 4.1)
8. Support and expand local recycling efforts. (See LU-15)
9. Plant and maintain trees.
10. Encourage the use of renewable energy and alternative fuel vehicles. Take active steps towards increasing alternative fuel vehicles in the City's fleet.

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Implementation of the above measures will assist in creating a compact urban form that encourages walking by placing most of the uses within walking distance. If these measures reduce "trips" of a single family residence by a single trip per day, the effort would have reduced greenhouse emissions from that house by approximately 10 percent. (Traffic engineers estimate that the average home owner makes eight to ten vehicle trips a day. Reducing one unnecessary trip per day would be approximately a ten percent reduction.)

In order to respond to concerns about how global and regional climate change may impact the City of Mt. Shasta, the City is considering the adoption of a goal, policy and implementation measure similar to the following:

Goal OC-14: Be prepared for and respond to the impacts of climate change.

Policy OC-14.1: The City will consider the potential factors of climate change in planning community infrastructure and services.

Implementation Measure:

OC-14.1(a): The City will stay informed on the scientific evaluation of trends in climate change to determine if and how plans for community infrastructure and services may need to be adjusted accordingly.

FINAL EIR

Attachment C

Add the following, Figure 4.12-1, Water Courses in Vicinity of Mt. Shasta, to EIR Section 4.12, Hydrology and Water Quality.

FIGURE 10. Water Courses in Vicinity of Project Site.

