

NOTICE OF EXEMPTION**TO:**

☒ **Office of Planning and Research**
PO Box 3044
Sacramento, CA 95812-3044

☒ **Shasta County Clerk**
1643 Market Street
Redding, CA 96001

FROM:

City of Shasta Lake
4477 Main Street
Shasta Lake, CA 96019

Project Title: City of Shasta Lake Highway Safety Improvement Program (HSIP) Safety Guardrail Upgrades

Project Location:

The project is located within the City of Shasta Lake city limits. As shown in Figure 1, project elements would be completed at 11 separate locations on Lake Boulevard, Vallecito Street, Ashby Road, Deer Creek Avenue, Main Street, Buckeye Street, Pine Grove Avenue, and Duval Street (Sections 26, 35, and 36 of Township 33 N, Range 5 W, of the U.S. Geological Survey (USGS) Shasta Dam quadrangle; Section 1 of Township 33 N, Range 5 W, of the USGS Project City quadrangle; and Sections 1 and 6 of Township 32 N, Range 4 W, of the USGS Project City quadrangle).

City: Shasta Lake

County: Shasta

Description of Nature, Purpose, and Beneficiaries of Project:

The project includes replacement of guardrails, installation of new approach guardrails, and installation of transitional railing and terminal systems. New guardrail posts would be installed in drilled holes or be driven into the ground by a pile driver. Staging would occur along the affected road rights-of-way. Although a few shrubs and two small trees may be pruned up or removed to accommodate the project, no mature trees would be removed. No wetlands or other jurisdictional waters would be impacted during construction activities, and no suitable habitat for special-status species would be affected.

The project was identified as one of the City's safety priorities based on the age and condition of the existing guardrails. The purpose of the project is to correct existing deficiencies (i.e., insufficient guardrail height, missing object markers, lack of crash-rated end treatments, structurally unsound guardrail posts, missing hardware, etc.) to decrease the potential for collisions and reduce the severity of collisions.

Name of Public Agency Approving Project: City of Shasta Lake

Name of Agency Carrying out the Project: City of Shasta Lake

Local Agency Contact Person: Jeff Tedder, City Engineer, 530.275.7423

Exempt Status: Categorical Exemption:

California Code of Regulations, Title 14, Division 6, Chapter 3 (CEQA Guidelines):

Class 1, §15301 (Existing Facilities)

Class 4, §15304 (Minor Alterations to Land)

Reason Why Project Is Exempt:

Class 1 includes the repair, maintenance, and minor alteration of existing public or private structures involving negligible or no expansion of existing or former use. Class 4 includes minor alterations in the condition of land and/or vegetation which do not involve the removal of healthy, mature, scenic trees.

The project is consistent with the categorical exemptions noted above because work would consist of repair, maintenance, and alterations to existing guardrails, and no expansion of capacity or use would occur. Earth disturbance would be minimal and would be limited to installation of guardrail posts and anchor blocks; no healthy, mature, scenic trees would be removed.

As documented in **Attachment A**, the project would not have a significant effect on the environment due to unusual circumstances; would not result in damage to scenic resources within a Scenic Highway; is not located on a hazardous waste site pursuant to §65962.5 of the Government Code; would not cause a substantial adverse change in the significance of a historical resource; and would not result in cumulative impacts.

Signature: _____

Peter Bird, Associate Planner

Date: 10-14-19
Governor's Office of Planning & Research

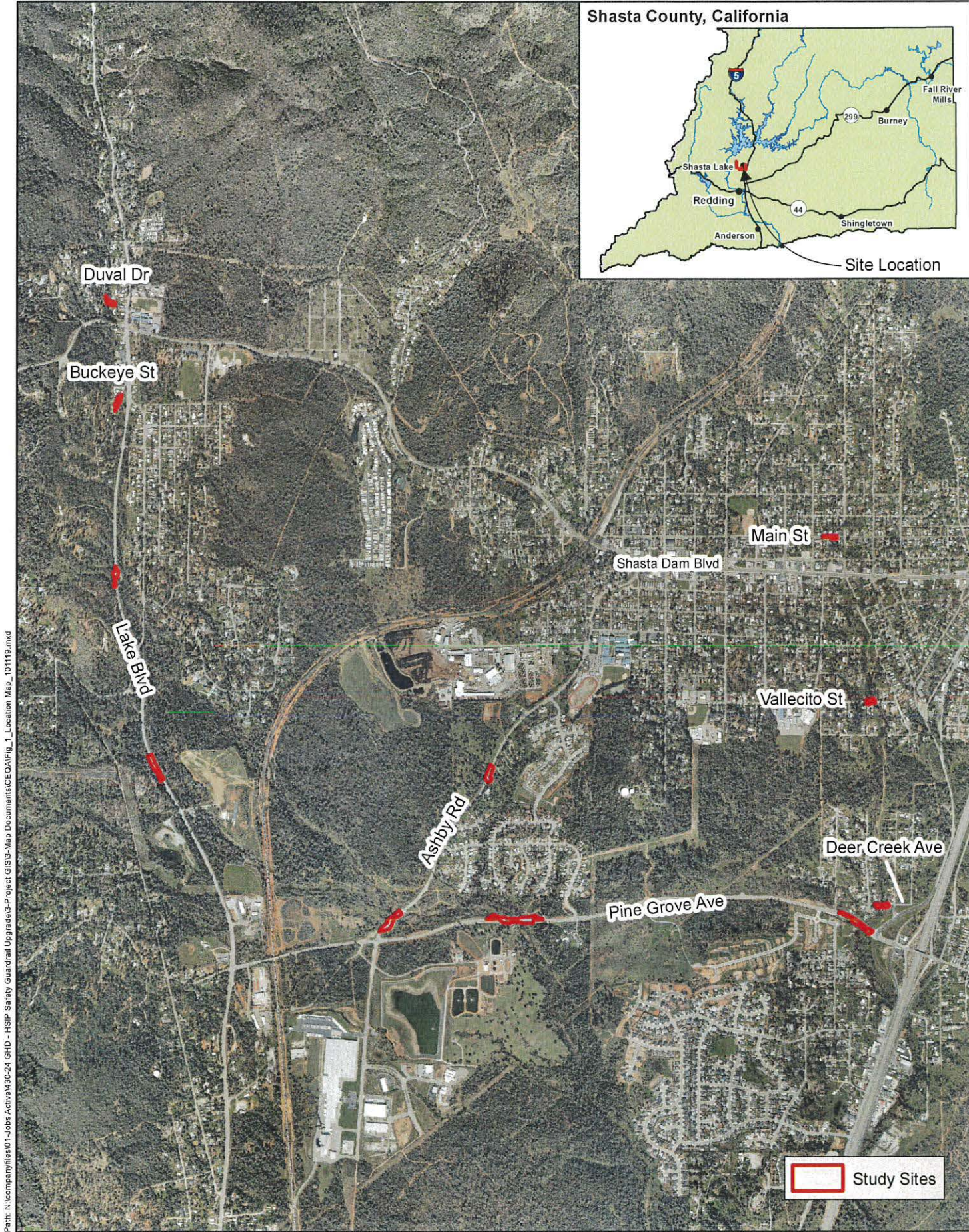
OCT 14 2019

STATE CLEARINGHOUSE

Date Received for Filing at OPR: 10-14-19

Attachments:

Attachment A: Documentation in Support of a Categorical Exemption.
Figure 1: Vicinity/Location Map



Path: N:\companyfiles\01-Jobs Active\30-24 GHD - HSIP Safety Guardrail Upgrade\3-Project GIS\3-Map Documents\CEOA\Fig_1_Location Map_101119.mxd



Figure 1
Project Locations

All depictions are approximate. Not a survey product. 10.11.19

ATTACHMENT A

Notice of Exemption

Shasta Lake Highway Safety Improvement Program Safety Guardrail Upgrade Project

As described in the Notice of Exemption (NOE), the proposed project is categorically exempt from CEQA pursuant to §15301 (Class 1-Existing Facilities) and §15304 (Class 4-Minor Alterations to Land) of the CEQA Guidelines. CEQA Guidelines §15300.2 identifies exceptions that override a lead agency's ability to use a categorical exemption. These exceptions are listed below, followed by documentation of why each exception does not apply to the proposed project.

- 1. Cumulative Impact.** *All exemptions are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time, is significant.*

The project involves improvements to existing guardrails that are required to correct existing deficiencies and decrease the potential for collisions and the severity of collisions. There are no similar projects proposed in the study area. Therefore, the project's impacts would not be cumulatively considerable.

- 2. Significant Effect.** *A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*

An "unusual circumstance" exists if the project's circumstances differ from the general circumstances of projects covered by the applicable exemption, and, if so, whether there is a reasonable possibility of a significant effect on the environment *due to* the unusual circumstances. As documented below, there are no unusual circumstances that would preclude a categorical exemption for the project.

Aesthetics:

The project consists of upgrading existing guardrails and would not significantly change the visual character of the project areas. Although a few shrubs and two small trees may be pruned up or removed during construction, no mature, scenic trees would be removed. Temporary visual impacts during construction due to construction and staging activities would cease at the completion of the improvements.

Agriculture and Forest Resources:

Improvements would occur within the paved road right-of-way (ROW) and graveled shoulders. None of the project sites or adjacent properties are designated or used for agricultural purposes. Further, no mature trees would be removed to accommodate the improvements. Therefore, project implementation would not result in the loss of agricultural lands or forest resources.

Air Quality/Greenhouse Gas (GHG) Emissions:

The project would result in the temporary generation of ROG, NO_x, PM₁₀, and other regulated pollutants during construction. ROG and NO_x emissions are associated with employee vehicle trips, delivery of materials, and construction equipment exhaust. PM₁₀ is generated during earth disturbance. Due to the nature of the project, earth disturbance would be limited to removal and installation of guardrail posts, and construction traffic would be minimal. The project does not include any components that would result in a long-term increase in emissions.

Biological Resources:

A biological resources evaluation was completed by ENPLAN to identify the project's potential effects on special-status species and natural communities. The study included a records search and field evaluation.

Records reviewed for the evaluation consisted of California Natural Diversity Data Base (CNDDB) records for special-status species and natural communities; U.S. Fish and Wildlife Service (USFWS) records for federally listed, proposed, and candidate special-status species, and designated critical habitat for special-status species under jurisdiction of the USFWS; National Marine Fisheries Service (NMFS) records for anadromous fish species under the jurisdiction of the NMFS; soils records maintained by the USDA Natural Resources Conservation Service, and National Wetlands Inventory maps. The CNDDB records search covered a five-mile radius around the study area. A wildlife survey was conducted on February 22, 2019. Wetland and botanical surveys were conducted on August 2, 2019.

The evaluation concluded that the project would have no effect on federal or State special-status species and would have a negligible potential to impact nesting birds. The delineation of wetlands and other waters of the U.S./State identified three intermittent streams in the study area that are subject to U.S. Army Corps of Engineers jurisdiction; however, none of these streams would be impacted by project implementation. Potential indirect effects would be avoided/minimized by implementing Best Management Practices (BMPs) for spill prevention and erosion/sediment control to prevent damage to streams, watercourses, and aquatic habitats.

Energy

Energy consumption during construction would occur from diesel and gasoline used for construction equipment, haul trucks, and construction workers travelling to and from the work sites. Due to the nature of the project, construction-related traffic would be limited, as would use of construction equipment. The project does not include any components that would result in environmental impacts due to the wasteful, inefficient, or unnecessary consumption of energy resources in the long-term.

Geology and Soils:

According to the Alquist-Priolo Earthquake Fault Zoning Map for Shasta County, the nearest Alquist-Priolo Special Study Zone is the Rocky Ledge Fault Zone, approximately 40 miles to the northeast near Burney. The nearest potentially active fault is the Battle Creek fault zone, approximately 25 miles south of the City. Earthquakes in the area have been rare, and no deaths or significant structural damage have occurred in the County because of an earthquake. Soils in the project sites are mapped by the USDA Natural Resources Conservation Service (NRCS) as Auburn, Boomer, Gaviota, and Honcut series soils. These soil types are found throughout the study area and are not unique to the project sites.

Hydrology and Water Quality

Construction activities would result in the temporary disturbance of soil and would expose disturbed areas to storm events, which could generate accelerated runoff, localized erosion, and sedimentation. However, this is a temporary impact during construction activities, and no long-term impacts would occur. In addition, as stated under Biological Resources above, BMPs for spill prevention and erosion/sediment control would be implemented to prevent damage to streams, watercourses, and aquatic habitats. There is nothing unique about the project that would result in significant impacts to water quality.

Land Use and Planning:

The project would comply with the City's General Plan, applicable Municipal Code regulations, and the City's standard construction measures.

Mineral Resources:

The California Geological Survey has not designated any Mineral Resource Zones in the project sites. In addition, there are no properties in the project area that are zoned for mining activities.

Noise:

Construction activities would generate noise and would temporarily increase noise levels in the area. However, there is nothing unique to the project that would result in more significant impacts than other construction projects in the area. The project does not include any components that would result in a permanent increase in noise levels.

Population and Housing:

The project does not include any components that would induce population growth in the area beyond that currently projected in the City's General Plan.

Public Services:

Because the project would not induce population growth in the area beyond that currently projected in the City's General Plan, the project would not generate a demand for additional fire protection, police protection, schools, parks, or other public services.

Recreation:

There are no unique recreational facilities or resources in or adjacent to the project sites. In addition, because the project would not induce population growth, the project would not indirectly impact recreational facilities or result in the need for additional recreational facilities.

Transportation/Traffic:

Because the project would not induce population growth, the project would not directly or indirectly result in a permanent increase in traffic. There would be short-term increases in traffic in the area associated with construction workers and equipment; however, existing regulations require safety measures to be employed to safeguard travel by the general public during construction.

Utilities and Service Systems:

Because the project would not induce population growth in the area beyond that currently projected in the City's General Plan, utility and service systems in the area would not experience an increase in demand for services over existing conditions.

Wildfire

The project does not include any development or improvements that would increase the long-term risk of wildland fires or expose people or structures to wildland fires. There are no unique circumstances associated with the project that would result in more significant impacts than other similar projects in the area.

- 3. Scenic Highways.** *A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a State Scenic Highway.*

According to the California Scenic Highway Mapping System, a segment of State Route (SR) 151 (Shasta Dam Boulevard) is a designated scenic highway. The scenic route commences at the intersection of SR 151 and Lake Boulevard and continues to Shasta Dam. Although improvements on Duval Drive are located ± 300 feet north of the intersection of SR 151 and Lake Boulevard, the proposed improvements would not be visible from the scenic highway.

- 4. Hazardous Waste Sites.** *A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to §65962.5 of the Government Code.*

The following databases were reviewed to locate "Cortese List" sites.

- List of Hazardous Waste and Substances sites from the Department of Toxic Substances Control EnviroStor database.
- State Water Resources Control Board (SWRCB) GeoTracker Database.
- List of solid waste disposal sites identified by SWRCB with waste constituents above hazardous waste levels outside the waste management unit.
- List of active Cease and Desist Orders and Clean-Up and Abatement Orders from the SWRCB.

Review of the above records identified two active clean-up sites in the study area. The Valley Plating Company cleanup site is located on El Cajon Avenue, approximately 0.4 miles northeast of proposed improvements on Ashby Road. The Flying J cleanup site is located on Shasta Dam Boulevard, approximately 0.2 miles southeast of proposed improvements on Main Street and approximately 0.4 miles northeast of proposed improvements on Vallecito Street. Due to the distance between the cleanup sites and areas where improvements would occur, there would be no impact related to hazardous waste sites.

5. Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

A cultural resources evaluation was completed for the project by ENPLAN to identify the project's potential effects on cultural resources. The evaluation included a records search, Native American consultation, and field evaluation. The records search included review of records at the Northeast Information Center of the California Historical Resources Information System (NEIC/CHRIS), and a review of historic maps, the *National Register of Historic Places*, *California Register of Historic Resources*, *California Historical Landmarks*, *California Inventory of Historic Resources*, and *California Points of Historic Interest*, and the directory of properties in the Historic Property Data Files for Shasta County.

A records search was conducted at the Northeast Information Center of the California Historical Resources Information System (NEIC/CHRIS) on February 27, 2019, and covered a half-mile radius around the project's Area of Potential Effects (APE). On February 27, 2019, the Native American Heritage Commission (NAHC) conducted a search of the Sacred Lands File and indicated that no known Native American sacred sites or cultural resources are located in the project area.

The NAHC also provided contact information for several Native American representatives and organizations, who were contacted on March 1, 2019, with a request to provide comments on the project. Follow-up correspondence was conducted on March 20, 2019. Kelli Hayward of the Wintu Tribe of Northern California requested additional information on the project. A field visit with representatives of the Wintu Tribe was conducted on August 27, 2019. Following review of project details, the Wintu Tribe stated that they have no concerns with the project.

Archaeological fieldwork took place on April 11, 2019, during which the APE for each site was intensively surveyed to identify cultural resources that would be potentially affected by the project.

The evaluation concluded that no cultural resources would be impacted by the project. Although no cultural resources were discovered in the project footprint during field investigations, and earth disturbance associated with the project would be limited to removal and installation of guardrail posts, there is always some potential for previously unknown cultural resources to be encountered during construction. The following standard construction measures would be included in construction contracts for the project to address the inadvertent discovery of cultural resources and human remains:

1. In the event of any inadvertent discovery of cultural resources (i.e., burnt animal bone, midden soils, projectile points or other humanly-modified lithics, historic artifacts, etc.), all work within 50 feet of the find shall be halted until a professional archaeologist can evaluate the significance of the find in accordance with PRC §21083.2(g) and §21084.1, and CEQA Guidelines §15064.5(a). If any find is determined to be significant by the archaeologist, the City shall meet with the archaeologist to determine the appropriate course of action. If necessary, a Treatment Plan prepared by an archeologist outlining recovery of the resource, analysis, and reporting of the find shall be prepared. The Treatment Plan shall be reviewed and approved by the City prior to resuming construction.
2. In the event that human remains are encountered during construction activities, the City shall comply with §15064.5 (e) (1) of the CEQA Guidelines and PRC §7050.5. All project-related ground disturbance within 100 feet of the find shall be halted until the County coroner has been notified. If the coroner determines that the remains are Native American, the coroner will notify the NAHC to identify the most likely descendants of the deceased Native Americans. Project-related ground disturbance in the vicinity of the find shall not resume until the process detailed in §15064.5 (e) has been completed.

DOCUMENTATION:

California Department of Conservation, California Geological Survey. 2019. SMARA Mineral Land Classification Maps. <http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc>. Accessed January 2019.

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<https://maps.conservation.ca.gov/cgs/EQZApp/app/>. Accessed January 2019.

_____. 2010. Fault Activity Map of California. <http://maps.conservation.ca.gov/cgs/fam/>. Accessed January 2019.

California Department of Toxic Substances Control. 2019. Envirostor.
<https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=Shasta+Lake+City>. Accessed September 2019.

California Department of Transportation. 2016. California State Scenic Highway Mapping System. Shasta County. http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm. Accessed January 2019.

California Environmental Protection Agency. 2019. Cortese List Data Resources.
<http://www.calepa.ca.gov/sitecleanup/corteselist/>. Accessed January 2019.

City of Shasta Lake. 1999. City of Shasta Lake General Plan.
<http://www.cityofshastalake.org/index.aspx?NID=478>. Accessed January 2019.

City of Shasta Lake. 2019. City of Shasta Lake Municipal Code 1998.
<http://www.cityofshastalake.org/BusinessDirectoryII.aspx>. Accessed January 2019.

ENPLAN. 2019. Biological Resources Evaluation Memorandum, City of Shasta Lake Guardrail Upgrade Project.

_____. 2019. Cultural Resources Evaluation Memorandum, City of Shasta Lake Highway Safety Improvement Program (HSIP) Safety Guardrail Upgrade.

_____. Field surveys. February 22, April 11, and August 2, 2019.

State of California, Department of Conservation, California Important Farmland Finder.
<https://maps.conservation.ca.gov/dlrp/ciff/>. Accessed January 2019.

45-10142019-066

Recorded on: 10/14/2019

Expiration Date: 11/13/2019

"By Charlene Osborn Deputy Clerk"**Shasta County Clerk 2019 CEQA Alternative Cash Receipt**Complete and attach this form to each CEQA Notice of Determination/Exemption filed with the County Clerk
Type or Print ClearlyLead Agency CITY OF SHASTA LAKE Email Address pbird@cityofshastalakProject Title CITY OF SHASTA LAKE HIGHWAY SAFETY IMPROVEMENT PROGRAMProject Applicant CITY OF SHASTA LAKE Email Address tedder@cityofshastalApplicant Type: ☒ Public Agency ☐ School District ☐ Other Special District ☐ State Agency ☐ Private EntityProject Applicant Address 4477 MAIN STREETCity SHASTA LAKE State CA Zip 96019 Phone Number 5302757423**Environmental Impact Report (EIR)**

Department of Fish and Wildlife Filing Fee	\$ 3,271.00
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Mitigated Negative Declaration (MND) / Negative Declaration (ND)

Department of Fish and Wildlife Filing Fee	\$ 2,354.75
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Notice of Exemption (NOE)/ No Effect Determination (NED)

<input checked="" type="checkbox"/> Notice of Exemption (must attach letter)	No Fee
<input type="checkbox"/> No Effect Determination (must attach letter)	No Fee

Administrative Fees

<input type="checkbox"/> Previously Paid (must attach receipt)	Receipt #
<input checked="" type="checkbox"/> County Administrative Fee	\$ 58.00

Payment Method:

<input type="checkbox"/> Cash	<input checked="" type="checkbox"/> Credit / Debit Card
<input type="checkbox"/> Check	<input type="checkbox"/> Other

Receipt Information:

Receipt #	<u>45-10142019-066</u>
State Clearing House #	

Filing fees are due at the time a Notice of Determination/Exemption is filed with our office. For more information on filing fees and No Effect Determinations, please refer to California Code of Regulations, Title 14, section 753.5.