

# ENVIRONMENTAL INITIAL STUDY & MITIGATED NEGATIVE DECLARATION

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Use Permit 19-0013  
LeVey, LLC

March 5, 2020

ENVIRONMENTAL INITIAL STUDY &  
MITIGATED NEGATIVE DECLARATION  
WITH  
References and Documentation

Prepared by  
SHASTA COUNTY DEPARTMENT OF RESOURCE MANAGEMENT  
PLANNING DIVISION  
1855 Placer Street, Suite 103  
Redding, California 96001

**SHASTA COUNTY  
ENVIRONMENTAL CHECKLIST FORM  
INITIAL STUDY & MITIGATED NEGATIVE DECLARATION**

- 1. Project Title:**  
Use Permit 19-0013 (LeVey LLC)
- 2. Lead agency name and address:**  
Shasta County Department of Resource Management, Planning Division  
1855 Placer Street, Suite 103  
Redding, CA 96001-1759
- 3. Contact Person and Phone Number:**  
Luis A. Topete, Associate Planner (530) 225-5532
- 4. Project Location:**  
The project site is comprised of two adjacent 5-acre properties located at 8850 Old Oregon Trail, Redding, CA 96002, at the southwest corner of the intersection of Old Oregon Trail and Pickford Way (Assessor Parcel Numbers 054-440-046 & 047).
- 5. Applicant Name and Address:**  
LeVey LLC  
P.O. Box 493249  
Redding, CA 96049
- 6. Redding Municipal Airport Specific Plan Land Use Designation:**  
Planned Industrial (PI)
- 7. Zoning:**  
Light Industrial – Airport Specific Plan (M-L-ASP)
- 8. Description of Project:**  
The project is a use permit application for a commercial truck yard which includes an approximately 8,750-square-foot existing building for office space and warehousing, a new 8,000-square-foot building for truck maintenance, placement of gravel for truck/trailer circulation and parking, new paved driveway for truck access and other ancillary site improvements.
- 9. Surrounding Land Uses and Setting:**  
The project site is comprised of two adjacent 5-acre properties. The southern lot is currently developed with an 8,750-square-foot building containing office and warehousing space, parking, landscaping, an onsite wastewater treatment system and security fencing. The site was previously utilized as a construction yard and wholesale landscaping supply yard. The northern lot is undeveloped with the majority of the property having been disked and the eastern portion of the property fronting Old Oregon Trail containing native oaks. Both lots would be accessed from Old Oregon Trail, with an existing encroachment on the southern lot.

The project site is zoned Light Industrial (M-L) and has a Redding Municipal Airport Specific Plan land use designation of Planned Industrial (PI). All adjacent properties are in the same zone designation and airport specific plan land use designation. Adjacent land uses include a single-family residence to the north, mostly undeveloped property and open space to the east, a contractor's yard to the south, a mini-storage facility to the southwest, two commercial buildings with outdoor storage to the west, and a commercial steel building, strawberry field and single-family residence to the northwest. The project site is relatively flat at an approximate elevation of 517 feet above mean sea level (AMSL).

10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):**  
Shasta County Fire Department  
Shasta County Environmental Health Division  
Shasta County Building Division  
Shasta County Department of Public Works

11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

In accordance with Public Resources Code (PRC) Section 21080.3.1, the Wintu Tribe of Northern California and Toyon-Wintu Center (Tribe) filed and Shasta County received a request for formal notification of proposed projects within an area of Shasta County that is traditionally and culturally affiliated with the Tribe. Pursuant to PRC §21080.3.1 the Department of Resource Management sent a certified letter to notify the Tribe that the project was under review and to provide the Tribe 30 days from the receipt of the letter to request formal consultation on the project in writing. To date, no response has been received.

**NOTE: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission’s Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.**

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

	Aesthetics		Agricultural Resources		Air Quality
	Biological Resources		Cultural Resources		Energy
	Geology / Soils		Greenhouse Gas Emissions		Hazards & Hazardous
	Hydrology / Water Quality		Land Use / Planning		Mineral Resources
	Noise		Population / Housing		Public Services
	Recreation		Transportation		Tribal Cultural Resources
	Utilities / Service Systems		Wildfire		Mandatory Findings of Significance

**DETERMINATION: (To be completed by the Lead Agency)**

On the basis of the initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

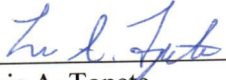
I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

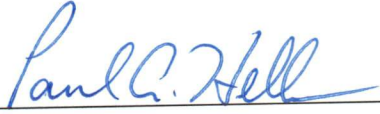
Copies of the Initial Study and related materials and documentation may be obtained at the Planning Division of the Department of Resource Management, 1855 Placer Street, Suite 103, Redding, CA 96001. Contact Luis A. Topete, Associate Planner at (530) 225-5532.



Luis A. Topete  
Associate Planner

03/05/2020

Date



Paul A. Hellman  
Director of Resource Management

3/5/20

Date

## EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parenthesis following each question. A “No Impact” answer is adequately supported if all the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less-than-significant with mitigation, or less-than-significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more, “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less-than-significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less-than-significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less-than-significant level (mitigation measures from Section XVIII, “Earlier Analyses,” may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a) Earlier Analysis Used. Identify and state where they are available for review.
  - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) Mitigation Measures: For effects that are “Less-than-significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. General Plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify the following:
  - a) The significance criteria or threshold, if any, used to evaluate each question; and
  - b) The mitigation measure identified, if any, to reduce the impact to less-than-significant.

I. <b>AESTHETICS:</b> Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?				✓
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?				✓
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			✓	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			✓	

**Discussion:** Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

- a) Views of the project site are characterized by the residential development to the north, light industrial and commercial uses to the west and south, and mostly undeveloped property to the east of the vicinity. The proposed single-story building and commercial truck yard would not significantly obstruct any view from surrounding properties. There is no view of the project site which includes a unique or aesthetically significant scenic vista. Thus, the project would not result in a substantial adverse effect on a scenic vista.
- b) The project would not substantially damage any scenic resource. The project site is not visible from a designated scenic highway or State route eligible for official scenic highway designation.
- c) The project would not substantially degrade the existing visual character or quality of the site and its surroundings. The project site is zoned Light Industrial (M-L) and has a Redding Municipal Airport Specific Plan land use designation of Planned Industrial (PI). All adjacent properties are in the same zone designation and airport specific plan land use designation. Adjacent land uses include a single-family residence to the north, mostly undeveloped property and open space to the east, a contractor’s yard to the south, a mini-storage facility to the southwest, two commercial buildings with outdoor storage to the west, and a commercial steel building, strawberry field and single-family residence to the northwest. The Shasta County Airport Land Use Board of Administrative Review (ALUBAR) has found the project to be consistent with the Redding Municipal Airport Comprehensive Land Use Plan (CLUP).
- d) The project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in a non-urbanized area. The use permit application includes activities that have need of limited outdoor illumination. The ALUBAR has found the project to be consistent with the CLUP and has recommended conditions which include the avoidance of distracting light and glare. The use permit conditions have been drafted to require that the project shall not install lighting which is difficult to distinguish from airport lighting, produce glare in the eyes of pilots using the airport, and to avoid the outdoor use of colored bulbs, strobe lighting, and/or lighting patterns that could be confused with airport lighting and to use outdoor lighting fixtures that shield and direct lighting downward so as not to be distracting to aircraft. Therefore, the project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

**Mitigation/Monitoring:** None proposed.

<b>II. <u>AGRICULTURE AND FORESTRY RESOURCES:</u></b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✓
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?				✓
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				✓
d) Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				✓

**Discussion:** Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

- a) The subject property is not identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on the map titled Shasta County Important Farmland 2016.
- b) Neither this property nor the surrounding properties are zoned for agricultural use nor are they in a Williamson Act Contract.
- c) The project site is not forest land, timberland or zoned Timberland Production. Therefore, the project would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)).
- d) The project site is not forest land. Therefore, the project would not result in the loss of forest land or conversion of forest land to non-forest use.
- e) The project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use. The site is not located in an area of significant agricultural soils.

**Mitigation/Monitoring:** None proposed.



<b>III. AIR QUALITY:</b> Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?				✓
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard?			✓	
c) Expose sensitive receptors to substantial pollutant concentrations?			✓	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			✓	

**Discussion:** Based on related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

a-b) The project would not conflict with or obstruct implementation of the Northern Sacramento Valley Planning Area (NSVPA) 2018 Triennial Air Quality Attainment Plan for Northern Sacramento Valley Air Basin as adopted by Shasta County, or any other applicable air quality plan. The majority of operational emissions would be associated with vehicle trips to and from the project site. The project would include 20 short haul drivers that would come and go on a daily basis, and 5 long haul drivers whose work-related outings would span multiple days. In addition to the drivers, there would be 5 full time on-site employees, including 4 office staff and 1 maintenance worker. The projected traffic generation is 48 daily round trips:

Employee Trips

- 5 daily round trips for each of the 5 on-site employees
- 20 daily round trips for truck drivers who perform daily short hauls
- 2 daily round trips for mail and delivery

Truck Trips

- 20 daily round trips for short haul trucks
- 5 weekly round trips for long haul trucks (or 1 per day)

The NSVPA Air Quality Attainment Plan (2018) designates Shasta County as an area of Nonattainment with respect to the ozone California ambient air quality standards. Nitrogen oxides (NOx) are a group of highly reactive gasses and are also known as "oxides of nitrogen." Because NOx is an ingredient in the formation of ozone, it is referred to as an ozone precursor. NOx is emitted from combustion sources such as cars, trucks and buses, power plants, and off-road equipment. Construction equipment and activities associated with making probable improvements would generate air contaminants, including oxides of nitrogen (NOx), reactive organic gases (ROG), carbon dioxide (CO2) and particulate matter (PM10), in the form of engine exhaust and fugitive dust. However, the emissions emitted during construction would be limited and temporary.

In addition, the Shasta County General Plan requires Standard Mitigation Measures and Best Available Mitigation Measures on all discretionary land use applications as recommended by the Shasta County Air Quality Management District (AQMD) in order to mitigate both direct and indirect emissions of non-attainment pollutants. The AQMD has reviewed the project and no concerns were raised. The project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard and would not conflict with or obstruct implementation of the NSVPA Air Quality Attainment Plan (2018) as adopted by Shasta County, or any other applicable air quality plan.

c-d) The nearest sensitive receptors would be the residences located on the adjacent properties to north and west of the project site. Equipment used to construct the proposed improvements would produce emissions that some may find objectionable. However, the emissions emitted during construction would be limited and temporary and not likely be noticeable beyond the project boundaries. Potential impacts from exhaust odor during construction and from delivery trucks would depend on the degree of

transport, relative concentration upon arrival at the project site, and/or sensitivity of the receiving party. Mobile equipment operators and truck drivers would be subject to AQMD and State diesel idling rules which minimizes the length of time that a diesel engine can remain idle and be subject to all engine emissions regulations and standards. Substantial pollutant concentrations are not anticipated due to the limited scope and duration of construction. Exposure of sensitive receptors to substantial pollutant concentrations and other emissions (such as those leading to odors) adversely affecting a substantial number of people would be less-than-significant.

**Mitigation/Monitoring:** None proposed.

IV. <b><u>BIOLOGICAL RESOURCES:</u></b> Would the project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Have a substantial effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				✓
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				✓
c) Have a substantial adverse effect on state or Federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		✓		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✓
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community, Conservation Plan, or other approved local, regional, or State habitat conservation plan?				✓

**Discussion:** Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

- a) No species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service have been identified on the project site or in the project area. There is little natural habitat uninfluenced by human activity left on the site and no known occurrences of endangered species. The project will not have a substantial effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.
- b) There is no riparian habitat or other sensitive natural community on the project site or in the immediate project area. The nearest creek is approximately 500 feet on the property across the road to the east which will not be disturbed or impacted by the proposed project.
- c) There are no vernal pools or wetlands identified on the subject property based on the Vernal Pools, Wetlands, and Waterways Map of Shasta County prepared by the Geographic Information Center, California State University, Chico, on August 24, 1996. The

southern lot is currently developed and the north lot is undeveloped with the majority of the property having been disked with the exception of the eastern portion of the property fronting Old Oregon Trail where there is an existing tree canopy of native oaks.

- d) The southern lot is currently developed with existing landscaping along the eastern border fronting the street with the majority of the northern property having been disked with the exception of the eastern portion of the property fronting Old Oregon Trail containing native oaks. If the project applicant needs to remove any of those trees, they should do so outside of bird nesting season (February 1 through August 31), otherwise a nesting bird survey would be required.

In order to avoid potential impacts to nesting migratory birds and/or raptors protected under federal Migratory Bird Treaty Act and California Fish and Game Code Section 3503 and Section 3503.5, including their nests and eggs, implementation of one of the following mitigation measures shall be required to ensure these species are not affected by the development of the site: 1) If the applicant needs to remove any of the native oak trees onsite, removal shall occur between September 1 and January 31 when birds are not nesting; or 2) If the removal of trees occurs during the nesting season, a nesting survey shall be conducted by a qualified biologist to identify active nests in and adjacent to the work area. With the proposed mitigation incorporated, the project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

- e) The southern lot is currently developed with existing landscaping along the eastern border fronting the street with the majority of the northern property having been disked with the exception of the eastern portion of the property fronting Old Oregon Trail containing native oaks. There is little natural habitat uninfluenced by human activity left on the site. Shasta County encourages the retention of native vegetation where feasible. Shasta County Board of Supervisors’ Resolution No. 95-157 provides guidance regarding use and protection of oak trees on a voluntary basis.
- f) There are no adopted Habitat Conservation Plan, Natural Community, Conservation Plan, or other approved local, regional, or State habitat conservation plans for the project site or project area.

**Mitigation/Monitoring:** With the mitigation measures being proposed, the impacts will be less-than-significant.

IV.d.1) In order to avoid impacts to nesting migratory birds and/or raptors protected under federal Migratory Bird Treaty Act and California Fish and Game Code Section 3503 and Section 3503.5, including their nests and eggs, one of the following shall be implemented:

- a. If the applicant needs to remove any of the native oak trees onsite, removal shall occur between September 1 and January 31 when birds are not nesting; or
- b. If the removal of trees occurs during the nesting season, a nesting survey shall be conducted by a qualified biologist to identify active nests in and adjacent to the work area. The survey shall be conducted no more than one week prior to the initiation of tree removal. If tree removal activities are delayed or suspended for more than two weeks after the survey, the site shall be resurveyed. If nesting birds are found, the nest sites shall not be disturbed until after the young have fledged, as determined through additional monitoring by a qualified biologist.

<b><u>V. CULTURAL RESOURCES</u></b> – Would the project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?				✓
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?				✓
c) Disturb any human remains, including those interred outside of formal cemeteries?				✓

**Discussion:** Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

- a-b) No historical or cultural resources were discovered during construction of the office/warehouse on the southern parcel and other

ancillary site improvements, or during disking of the northern parcel. There are no evident above surface historical or cultural resources present within the project site. The project would not cause a substantial adverse change in the significance of an historical resource or archeological resource.

In accordance with Public Resources Code (PRC) Section 21080.3.1, the Wintu Tribe of Northern California and Toyon-Wintu Center (Tribe) filed and Shasta County received a request for formal notification of proposed projects within an area of Shasta County that is traditionally and culturally affiliated with the Tribe. Pursuant to PRC §21080.3.1 the Department of Resource Management sent a certified letter to notify the Tribe that the project was under review and to provide the Tribe 30 days from the receipt of the letter to request formal consultation on the project in writing. To date, no response has been received.

- c) The project site is not on or adjacent to any known cemetery or burial area. Therefore, there is no evidence to suggest that the project would disturb any human remains.

Although there is no evidence to suggest that the project would result in any significant effect to historical, archeological, paleontological, or unique geologic resource, or human remains, there is always the possibility that such resources or remains could be encountered. Therefore, a condition of approval will require that if, in the course of development, any archaeological, historical, or paleontological resources are uncovered, discovered or otherwise detected or observed, mineral exploration activities in the affected area shall cease and a qualified archaeologist shall be contacted to review the site and advise the County of the site's significance. If the findings are deemed significant by the Environmental Review Officer, appropriate mitigation shall be required.

**Mitigation/Monitoring:** None proposed.

<b>VI. ENERGY</b> – Would the project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?				✓
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				✓

**Discussion:** Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

- a) The project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. During construction there would be a temporary consumption of energy resources required for the movement of equipment and materials. Compliance with local, State, and federal regulations (e.g., limit engine idling times, requirement for the recycling of construction debris, etc.) would reduce and/or minimize short-term energy demand during the project’s construction to the extent feasible, and project construction would not result in a wasteful or inefficient use of energy. During operation of the completed project, there are no unusual project characteristics or processes that would require the use of equipment that would be more energy intensive than is used for comparable projects, or the use of equipment that would not conform to current emissions standards and related fuel efficiencies.
- b) The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. State and local agencies regulate the use and consumption of energy through various methods and programs. As a result of the passage of Assembly Bill 32 (AB 32) (the California Global Warming Solutions Act of 2006) which seeks to reduce the effects of Greenhouse Gas (GHG) Emissions, a majority of the state regulations are intended to reduce energy use and GHG emissions. At the local level, the County’s Building Division enforces the applicable requirements of the Energy Efficiency Standards and Green Building Standards in Title 24.

**Mitigation/Monitoring:** None proposed.

<b><u>VII. GEOLOGY AND SOILS</u></b> - Would the project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> <li>i) Rupture of a known earthquake, fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publications 42.</li> <li>ii) Strong seismic ground shaking?</li> <li>iii) Seismic-related ground failure, including liquefaction?</li> <li>iv) Landslides?</li> </ul>			✓	
b) Result in substantial soil erosion or the loss of topsoil?				✓
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?				✓
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?				✓
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?				✓
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				✓

**Discussion:** Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

a) The project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault;

According to the Alquist-Priolo Earthquake Fault Zoning Maps for Shasta County, there is no known earthquake fault on the project site.

ii) Strong seismic ground shaking;

According to the Shasta County General Plan Section 5.1, Shasta County has a low level of historic seismic activity. The entire County is in Seismic Design Category D. According to the Seismic Hazards Assessment for the City of Redding, California, prepared by Woodward Clyde, dated July 6, 1995, the most significant earthquake at the project site may be a background (random) North American crustal event up to 6.5 on the Richter scale at distances of 10 to 20 km. All structures shall be constructed according to the seismic requirements of the currently adopted Building Code.

iii) Seismic-related ground failure, including liquefaction;

The project site is located in the South Central Region (SCR), which is identified as an area of potential liquefaction in Section 5.1 of the Shasta County General Plan. The currently adopted Building Code requires preparation and review of a site-specific soils

report as part of the building design and approval process. The soils report must be prepared by a California registered professional engineer and would address potential seismic-related ground failure concerns, if any.

iv) Landslides.

There is no evidence of landslides on the subject property or the surrounding area. The project site is relatively flat and is not located at the top or toe of any significant slope.

- b) The project would not result in substantial soil erosion or the loss of topsoil. The Soil Survey of Shasta County, completed by the United States Department of Agriculture, Soil Conservation Service and Forest Service in August, 1974, identified the soils on the project site as Red Bluff loam, 0 to 3% slopes, and Perkins gravelly loam, 0 to 3% slopes, both with a hazard of erosion ranging from none to slight. A grading permit is required prior to any grading activities. The grading permit includes requirements for erosion and sediment control, including retention of topsoil.
- c) The project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. The site is relatively flat and is not located at the top or toe of any significant slope. Based on the construction of the existing office/warehouse and other construction in the vicinity, there is no evidence to support a conclusion that the project is on a geologic unit or soil that is unstable.
- d) The project would not be located on expansive soil creating substantial direct or indirect risks to life or property. All soil classifications found on the project site have a low shrink-swell potential per the "Soil Survey of Shasta County." Site soils are not described as expansive
- e) The project does not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. There is an existing onsite wastewater treatment system (OWTS) serving the existing office/warehouse building. The permit to install the existing OWTS was issued after submission of a completed application, site plot plan and suitable soils testing data demonstrating compliance with adopted sewage disposal criteria. The proposed maintenance building would have a restroom and require compliance with all OWTS standards and required permitting requirements (i.e. permit to install or permit waiver) from the Shasta County Environmental Health Division (EHD).
- f) Upon review of the Minerals Element of the General Plan, there is no evidence to suggest that the project would directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. There are no known unique paleontological resources or sites or unique geologic features in the project vicinity.

**Mitigation/Monitoring:** None proposed.

<b>VIII. GREENHOUSE GAS EMISSIONS:</b> Would the project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				✓

**Discussion:** Based on these comments, the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

a-b) In 2005, the Governor of California signed Executive Order S-3-05, establishing that it is the State of California's goal to reduce statewide greenhouse gas (GHG) emission levels. Subsequently, in 2006, the California State Legislature adopted Assembly Bill AB 32, the California Global Warming Solutions Act. In part, AB 32 requires the California Air Resources Board to develop and adopt regulations to achieve a reduction in the State's GHG emissions to year 1990 levels by year 2020.

California Senate Bill 97 established that an individual project's effect on GHG emission levels and global warming must be assessed under CEQA. SB 97 further directed that the State Office of Planning and Research (OPR) develop guidelines for the assessment of a project's GHG emissions. Those guidelines for GHG emissions were subsequently included as amendments to the CEQA Guidelines. The guidelines did not establish thresholds of significance and there are currently no state, regional, county, or city guidelines or thresholds with which to direct project-level CEQA review. As a result, Shasta County reserves the right to use a qualitative and/or quantitative threshold of significance until a specific quantitative threshold is adopted by the state or regional air district.

The City of Redding currently utilizes a quantitative non-zero project-specific threshold based on a methodology recommended by the California Air Pollution Officers Association (CAPCOA) and accepted by the California Air Resources Board. According to CAPCOA's

Threshold 2.3, CARB Reporting Threshold, 10,000 metric tons of carbon-dioxide equivalents per year (mtCO2eq/yr) is recommended as a quantitative non-zero threshold. This threshold would be the operational equivalent of 550 dwelling units, 400,000 square feet of office use, 120,000 square feet of retail, or 70,000 square feet of supermarket use. This approach is estimated to capture over half the future residential and commercial development projects in the State of California and is designed to support the goals of AB 32 and not hinder it. The use of this quantitative non-zero project-specific threshold by Shasta County, as lead agency, would be consistent with certain practices of other lead agencies in the County and throughout the State of California.

The United States Environmental Protection Agency (EPA) identifies four primary constituents that are most representative of the GHG emissions. They are:

- Carbon Dioxide (CO2): Emitted primarily through the burning of fossil fuels. Other sources include the burning of solid waste and wood and/or wood products and cement manufacturing.
- Methane (CH4): Emissions occur during the production and transport of fuels, such as coal and natural gas. Additional emissions are generated by livestock and agricultural land uses, as well as the decomposition of solid waste.
- Nitrous Oxide (N2O): The principal emitters include agricultural and industrial land uses and fossil fuel and waste combustion.
- Fluorinated Gases: These can be emitted during some industrial activities. Also, many of these gases are substitutes for ozone-depleting substances, such as CFC's, which have been used historically as refrigerants. Collectively, these gases are often referred to as "high global-warming potential" gases.

The primary generators of GHG emissions in the United States are electricity generation and transportation. The EPA estimates that nearly 85 percent of the nation's GHG emissions are comprised of carbon dioxide (CO2). The majority of CO2 is generated by petroleum consumption associated with transportation and coal consumption associated with electricity generation. The remaining emissions are predominately the result of natural-gas consumption associated with a variety of uses.

With regard to the project, proposed operational emissions are significantly less than the quantitative non-zero project-specific thresholds described above. The project would involve the construction of a new 8,000-square-foot building for truck maintenance, placement of gravel for truck/trailer circulation and parking, new paved driveway for truck access and other ancillary site improvements. As detailed in Section III (Air Quality), the projected traffic generation is 48 daily round trips. Construction equipment and activities associated with making the proposed improvements would generate greenhouse gas emissions, including carbon dioxide. However, the emissions emitted during construction would be limited and temporary. Therefore, the project is not expected to generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, nor would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

**Mitigation/Monitoring:** None proposed.

<b>IX. HAZARDS AND HAZARDOUS MATERIALS:</b> Would the project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			✓	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✓
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✓
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?			✓	
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓
g) Expose people or structures, either directly or indirectly, to a				

<b>IX. HAZARDS AND HAZARDOUS MATERIALS:</b> Would the project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
significant risk of loss, injury, or death involving wildland fires?				✓

**Discussion:** Based on these comments, the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

- a-b) Hazardous materials such as industrial fuels, oils, hydraulic fluids, lubricants and solvents may be stored at the site during construction. The proposed project would routinely transport, store and dispose of motor oil, antifreeze, tires and other hazardous materials related with maintenance of the trucks. The potential hazard is not significant if these materials are properly stored on site and disposed at an approved collection facility. If it is necessary to store such material in reportable quantities, the operator and/or contractor would have to prepare and submit a hazardous materials business plan to the Shasta County Environmental Health Division (EHD) for review and approval. A hazardous substance is reportable if stored at or above 55 gallons for liquids; 200 cubic feet for compressed gas; or 500 pounds for solids. Additionally, the applicant shall comply with all hazardous waste generator regulations, including reporting their status as a hazardous waste generator to EHD. The conditions of approval for the project would include a standard condition requiring compliance with this regulatory requirement. Therefore, the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- c) The project is not located within one-quarter mile of an existing or proposed school.
- d) The project is not located on a site which is included on a list of hazardous materials sites compiled by the California Department of Toxic Substances Control pursuant to Government Code Section 65962.5.
- e) The project site has a Redding Municipal Airport Specific Plan land use designation of Planned Industrial (PI). The project is partially within the projected 60 CNEL contour. Federal Aviation Regulations (FAR) Part 150 considers all land uses with noise levels less than 65 Day-Night Average Sound Level (DNL) to be compatible with aircraft operations. The airport noise standards promulgated in accordance with PUC Section 21669 are set forth in Section 5000 et seq. of the California Code of Regulations (Title 21, Division 2.5, Chapter 6). In Section 5006, the regulations state that: “The level of noise acceptable to a reasonable person residing in the vicinity of an airport is established as a community noise equivalent level (CNEL) value of 65 dB for purposes of these regulations.”

To reduce the potential for accidents, the Redding Municipal Airport has established runway protection zones at each end of the runway that include a Clear Zone, Inner Approach Zone, and an Outer Approach Zone. The project is located approximately 1,700 feet north of the boundary of the north Inner Approach Zone of the 16-34 Runway, within the Outer Approach Zone, and does not represent an obstruction to aircraft take-off or landing. Additionally, 20% of the project site will be retained in an open condition and designated as a “non-building” zone for conceivable emergency landing of a small aircraft. The use permit application includes activities that have need of limited outdoor illumination. Use of outdoor lighting at the project site would be conditionally acceptable, requiring that the project shall not install lighting which is difficult to distinguish from airport lighting, produce glare in the eyes of pilots using the airport or other impairments to visibility in the airport vicinity. All lighting shall be shielded and directed downward so as not to be distracting to aircraft. No new airspace obstructions are being created or, as may happen with the growth of trees or other vegetation, are newly identified.

The project was reviewed by the Shasta County Airport Land Use Board of Administrative Review (ALUBAR) to determine whether or not the proposed land use in this use permit request is consistent with the policies, standards, and regulations of the Redding Municipal Airport Comprehensive Land Use Plan (CLUP). The issues reviewed in determining consistency with the CLUP, as stated in the California Airport Land Use Planning Handbook, were noise, overflight, safety and airspace protection. The ALUBAR has adopted findings and recommendations which will be forwarded to the Shasta County Planning Commission for its future consideration of the use permit application.

- f) A review of the project and the Shasta County and City of Anderson Multi-Jurisdictional Hazard Mitigation Plan indicates that the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- g) The northern lot is located in an area designated as “Very High” fire hazard severity zone, and the southern lot is mostly in an area designed as “Non-Wildland/Non-Urban” with a small section near the roadway designated as “Very High” fire hazard severity zone. All improvements will be required to be constructed in accordance with the Shasta County Fire Safety Standards. These standards also require the clearing of combustible vegetation around all structures for a distance of not less than 30 feet on each side or to the property line. The California Public Resources Code Section 4291 includes a “Defensible Space” requirement of clearing 100 feet around all buildings or to the property line, whichever is less. The project will not substantially increase the exposure of people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

**Mitigation/Monitoring:** None proposed.



<b>X. <u>HYDROLOGY AND WATER QUALITY</u>: Would the project:</b>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			✓	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.			✓	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation on- or off-site; (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; (iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or (iv) impede or redirect flows?			✓	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				✓
e) Conflict with or obstruct implementation of a water quality control plan or sustainable management plan?				✓

**Discussion:** Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

- a) The project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Grading will be needed for this project. A grading permit will be required. The provisions of the permit will address erosion and siltation containment on-and off-site. In addition, the project will disturb more than an acre of land. Therefore, the applicant will also be required to prepare a Storm Water Pollution Prevention Plan (SWPP) and obtain a General Construction Storm Water Permit (SWP) from the State of California Regional Water Quality Control Board. The SWPP and SWP would include specific erosion control measures and monitoring requirements. Through adherence to construction standards; including erosion and sediment control measures, water quality and waste discharge standards will not be violated and the project will not substantially degrade surface or ground water quality.
- b) The project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. The project does not propose any new well(s). In the event that a new well was proposed in the future, applicant of a permit with the Shasta County Environmental Health Division (EHD) and compliance with all EHD standards would be required. A permit to operate a public water system shall be obtained from the EHD if the facility's water system serves 25 or more people for 60 days out of the year. The new impervious surfaces proposed would include the new paved encroachment on the north lot and the proposed 8,000-square-foot maintenance building on the southern lot. The proposed truck parking area is proposed to be graveled. The project would not significantly increase impervious surface area within the project site to the extent that it would cause interference with groundwater recharge.
- c) The project would not substantially alter the existing drainage pattern of the site or area in a manner which would (i) result in substantial erosion or siltation on- or off-site; (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; (iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or (iv) impede or redirect flows. The topography of the site is relatively flat. As indicated above, the new impervious surfaces proposed would include the new paved encroachment on the north lot and the proposed 8,000-square-foot maintenance building on the southern lot. The proposed truck parking area is proposed to be graveled. Project development would require a grading permit and compliance with all provisions of the permit which will address erosion and siltation containment on- and off-site. The drainage pattern will not be significantly altered.
- d) The project is not in a flood hazard, tsunami, or seiche zone.

- e) Through adherence to construction standards, and the provisions of the required grading permit, including erosion and sediment control measures, the project would not conflict with or obstruct implementation of a water quality control plan or sustainable management plan.

**Mitigation/Monitoring:** None proposed.

<b>XI. LAND USE AND PLANNING</b> - Would the project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Physically divide an established community?				✓
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			✓	

**Discussion:** Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

- a) The project would not physically divide an established community. The project does not include the creation of any road, ditch, wall, or other feature which would physically divide an established community.
- b) The project would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The project is consistent with M-L zone district of the project site. The project site has a Redding Municipal Airport Specific Plan land use designation of Planned Industrial (PI). The project was reviewed by the Shasta County Airport Land Use Board of Administrative Review (ALUBAR) to determine whether or not the proposed land use in this use permit request is consistent with the policies, standards, and regulations of the Redding Municipal Airport Comprehensive Land Use Plan (CLUP). The issues reviewed in determining consistency with the CLUP, as stated in the California Airport Land Use Planning Handbook, were noise, overflight, safety and airspace protection. The ALUBAR has adopted findings and recommendations which will be forwarded to the Shasta County Planning Commission for its future consideration of the use permit application.

**Mitigation/Monitoring:** None proposed.

<b>XII. MINERAL RESOURCES</b> - Would the project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?				✓
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local General Plan, specific plan or other land use plan?				✓

**Discussion:** Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

- a) There are no known mineral resources of regional value located on or near the project site. The project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State.
- b) The project would not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. The project site is not identified in the General Plan Minerals Element as containing a locally-important mineral resource. There is no other land use plan which addresses minerals.

**Mitigation/Monitoring:** None proposed.

<b>XIII. NOISE</b> – Would the project result in:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			✓	
b) Generation of excessive groundborne vibration or groundborne noise levels			✓	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			✓	

**Discussion:** Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

- a) Per the County’s General Plan, noise created by new proposed non-transportation noise sources shall be mitigated so as not to exceed the noise level standards of Table N-IV of the Shasta County General Plan as measured immediately within the property line of lands designated for noise-sensitive uses. These noise level performance standards for non-transportation sources are 55dB hourly Leq for daytime (7:00 a.m. to 10:00 p.m.) hours and 50dB hourly Leq for nighttime (10:00 p.m. to 7:00 a.m.) hours. The greatest non-transportation noise source from the proposed project would likely be from truck maintenance activities. However, maintenance activities are proposed to occur indoors during daytime hours and the proposed project activities would be similar in volume and character to that of other uses in the vicinity. The use of the existing office/warehouse building is not expected to generate a significant amount of noise. The intermittent nature and limited duration of noise generated by the proposed project is unlikely to create significant noise concerns or exceed General Plan noise standards. There will also be increased noise levels during construction. However, due to the short duration of construction, the temporary increase in ambient noise levels in the vicinity of the project is expected to be less-than-significant. Furthermore, in order to reduce potential impacts from construction noise it is recommended that construction activities be limited to the daylight hours between 7:00 a.m. and 7:00 p.m. and be prohibited on Sundays and Federal holidays. Thus, the project would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- b) The type of equipment necessary for a construction project of this scope is not expected to generate excessive groundborne vibration or groundborne noise that would result in significant exposure to persons in the vicinity. Therefore, the project would not result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.
- c) The project site has a Redding Municipal Airport Specific Plan land use designation of Planned Industrial (PI) and is within the Outer Approach Zone and partially within the 60 community noise equivalent level (CNEL) contour as shown on the Redding Municipal Airport Comprehensive Land Use Plan Noise Impact Area map. Federal Aviation Regulations (FAR) Part 150 considers all land uses with noise levels less than 65 Day-Night Average Sound Level (DNL) to be compatible with aircraft operations. At higher noise exposures, selected land uses are also deemed acceptable, depending upon the nature of the use and the degree of structural noise attenuation provided. Public Utilities Code (PUC) Section 21669 requires Caltrans to adopt, to the extent not prohibited by federal law, noise standards applicable to all airports operating under a state permit. The airport noise standards promulgated in accordance with PUC Section 21669 are set forth in Section 5000 et seq. of the California Code of Regulations (Title 21, Division 2.5, Chapter 6). In Section 5006, the regulations state that: “The level of noise acceptable to a reasonable person residing in the vicinity of an airport is established as a community noise equivalent level (CNEL) value of 65 dB for purposes of these regulations.” No residential development or onsite caretaker unit is existing or proposed, and no other use that may be considered sensitive to noise (e.g. schools, hospital, nursing homes, or similar uses) is existing or proposed on the project site.

**Mitigation/Monitoring:** None proposed.

<b>XIV. POPULATION AND HOUSING</b> – Would the project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				✓

**Discussion:** Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

- a) The project does not include the development of new homes nor does it include the extension of any permanent roads or other infrastructure that would induce substantial population growth in the area. The proposed commercial truck yard would employ 20 short haul drivers, 5 long haul drivers, and 5 full time on-site employees, comprised of 4 office staff and 1 maintenance worker, for a total of 30 employees. Some temporary employment may be created during the construction phase. Using data from the Bureau of Labor Statistics, between October 2018 and November 2019, Shasta County had an unemployment rate of 4.3%. Some or most of the permanent jobs would likely be filled by current residents of the area. Overall the project would not create temporary or permanent jobs in numbers that would be expected to induce substantial population growth in an area, either directly or indirectly.
- b) The project would not displace existing housing, necessitating the construction of replacement housing elsewhere. The project does not include destruction of any existing housing.

**Mitigation/Monitoring:** None proposed.

<b>XV. PUBLIC SERVICES:</b> Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Fire Protection?				✓
Police Protection?				✓
Schools?				✓
Parks?				✓
Other public facilities?				✓

**Discussion:** Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for:

**Fire Protection:**

The northern lot is located in an area designated as “Very High” fire hazard severity zone, and the southern lot is mostly in an area designed as “Non-Wildland/Non-Urban” with a small section near the roadway designated as “Very High” fire hazard severity zone. All improvements will be required to be constructed in accordance with the Shasta County Fire Safety Standards, including the requirement that all shops larger than 5,000 square feet used for repairing commercial vehicles are required to have an automatic sprinkler system installed (CFC 903.2.9.1). Additionally, the project will require fire flow to be met and fire hydrants be installed per the Shasta County Fire Safety Standards. However, no significant additional level of fire protection is necessary.

**Police Protection:**

The County has a total of 147 sworn and 119 non-sworn County peace officers (Sheriff's deputies) for the approximate County population of 65,228 (California, Department of Finance 2019) persons in the unincorporated area of the County. That is a ratio of one officer per 245 persons. The project is not expected to induce substantial growth in the area. The project would also be enclosed by a chain link fence along the perimeter. No significant additional level of police protection is necessary. Additionally, potential impacts to police protection will be mitigated through the payment of applicable development impact fees prior to the issuance of a Certificate of Occupancy.

Schools:

Potential impacts to schools will be mitigated through the payment of applicable development impact fees prior to the issuance of a Certificate of Occupancy.

Parks:

The project is located in the unincorporated portion of Shasta County which does not have a formal park and recreation program normally found within incorporated cities.

Other public facilities:

Potential impacts to general government services, public health, the library system, and animal control will be mitigated through the payment of applicable development impact fees prior to the issuance of a Certificate of Occupancy.

**Mitigation/Monitoring:** None proposed.

<b>XVI. RECREATION:</b>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				✓
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				✓

**Discussion:** Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

- a) The project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. The County does not have a neighborhood or regional parks system or other recreational facilities.
- b) The project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

**Mitigation/Monitoring:** None proposed.

<b>XVII. TRANSPORTATION:</b> Would the project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?			✓	
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards				✓

<b>XVII. <u>TRANSPORTATION</u>:</b> Would the project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
established by the county congestion management agency for designated roads or highways?				
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				✓
d) Result in inadequate emergency access?				✓

**Discussion:** Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

- a) The project would not conflict with a program, ordinance or policy establishing measures of effectiveness for the performance of addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Both lots would be accessed from Old Oregon Trail, with an existing encroachment on the southern lot, and a proposed encroachment on the northern lot. As detailed under Section III (Air Quality) above, the projected traffic generation from this project is 48 daily round trips. The project would not generate enough traffic to significantly reduce the volume-to-capacity ratio of adjacent roadways to a reduced level of service. Upon review, the Shasta County Department of Public Works (DPW) did not recommend any roadway improvements.
- b) The project would not exceed, either individually or cumulatively, a level-of-service standard established by the County congestion management agency for designated roads or highways. There is no County congestion management agency, and no level-of-service established by such an agency.
- c) The project would not substantially increase hazards due to a geometric design feature or incompatible uses. The project does not propose any new roads and the proposed encroachment on the northern parcel would need to be wide enough to accommodate the design of the turn template submitted. The project proponent would be required to apply for an encroachment permit, submit all required drawings and specifications, and notify the County of completion of all work authorized by the encroachment permit for final approval and acceptance of the work from DPW. Driveways shall be located such that they provide suitable sight distance in each direction at the adjoining County road. The County reserves the right to require the trimming or removal of dirt embankments, trees, vegetation or other obstructions as required to achieve suitable sight distance.
- d) The project would not result in inadequate emergency access. The project has been reviewed by the Shasta County Fire Department which has determined that there is adequate emergency access.

**Mitigation/Monitoring:** None proposed.

<b>XVIII. TRIBAL CULTURAL RESOURCES:</b> Would the project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<p>a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</p> <p>i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or</p> <p>ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>				✓

**Discussion:** Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

- a) The project would not cause a substantial adverse change in the significance of a tribal cultural resource as there is no evidence of historical resources at the site that are listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources; or a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. Formal notification of determination that a project application is complete, pursuant to Public Resources Code (PRC) § 21080.3.1 was sent to the Wintu Tribe of Northern California. No response was received by the County.

**Mitigation/Monitoring:** None proposed.

<b>XIX. UTILITIES AND SERVICE SYSTEMS:</b> Would the project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas or telecommunications facilities, the construction or relocations of which could cause significant environmental effects?				✓
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?				✓
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				✓
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction				✓

<b>XIX. UTILITIES AND SERVICE SYSTEMS:</b> Would the project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
goals?				
e) Comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?				✓

**Discussion:** Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

- a) The proposed project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas or telecommunications facilities, the construction or relocations of which could cause significant environmental effects. There is an existing onsite wastewater treatment system (OWTS) serving the existing office/warehouse building. The proposed maintenance building would have a restroom and require compliance with all OWTS standards and required permitting requirements (i.e. permit to install or permit waiver) from the Shasta County Environmental Health Division (EHD). OWTS permits are written after submission of a completed application, suitable soils testing data, site plot plan, and payment of fees. A leach field replacement area shall be maintained as provided on the site plan. No development or vehicular traffic shall be permitted within ten feet of the current leach field or the designated leach field replacement area. A permit to operate a public water system shall be obtained from the EHD if the facility’s water system serves 25 or more people for 60 days out of the year.
- b) The project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. The project would be served by individual wells. There is an existing well on-site serving the existing office/warehouse building. Well log data from the vicinity indicates that there is sufficient groundwater to serve the project.
- c) On-site septic systems will be used. There is an existing OWTS serving the existing office/warehouse building. The proposed maintenance building would have a restroom and require compliance with all OWTS standards and required permitting requirements (i.e. permit to install or permit waiver) from the EHD. No other wastewater treatment system would be affected by the project.
- d) The project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. The project would be served by Waste Management disposal services and by the West Central Landfill which has sufficient capacity to accommodate the project’s solid waste disposal needs.
- e) The project would comply with Federal, State, and local management and reduction statutes and regulations related to solid waste. The proposed project would be required to comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991) and other local, state, and federal waste disposal standards.

**Mitigation/Monitoring:** None proposed.

<b>XX. WILDFIRE:</b> If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				✓
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				✓
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				✓
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of				✓



<b>XX. WILDFIRE:</b> If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
runoff, post-fire slope instability, or drainage changes?				

**Discussion:** Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

- a) A review of the project and the Shasta County and City of Anderson Multi-Jurisdictional Hazard Mitigation Plan, and the Shasta County Emergency Operations Plan, indicates that the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- b) The northern lot is located in an area designated as “Very High” fire hazard severity zone, and the southern lot is mostly in an area designed as “Non-Wildland/Non-Urban” with a small section near the roadway designated as “Very High” fire hazard severity zone. The project site is relatively flat. The project would not due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.
- c) The project would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.
- d) The project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. The topography of the site is relatively flat. The new impervious surfaces proposed would include the new paved encroachment on the north lot and the proposed 8,000-square-foot maintenance building on the southern lot. The proposed truck parking area is proposed to be graveled. The project would not significantly increase impervious surface area within the project site. Project development would require a grading permit and compliance with all provisions of the permit which would address erosion. The drainage pattern will not be significantly altered. In addition, the project will disturb more than an acre of land. Therefore, the applicant will also be required to prepare a Storm Water Pollution Prevention Plan (SWPP) and obtain a General Construction Storm Water Permit (SWP) from the State of California Regional Water Quality Control Board. The SWPP and SWP would include specific erosion control measures and monitoring requirements. The proposed project does not require grading of slopes or creation of slopes. The area will be stabilized during construction by use of construction BMPs.

**Mitigation/Monitoring:** None proposed.

<b>XXI. <u>MANDATORY FINDINGS OF SIGNIFICANCE:</u></b>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below the self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		✓		
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			✓	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			✓	

**Discussion:**

- a) Based on the discussion and findings in Section IV. Biological Resources, there is evidence to support a finding that the project would have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below the self-sustaining levels, threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of a rare or endangered plant or animal.

With the implementation of the mitigation measures specified in Section IV. Biological Resources, potential impacts to nesting birds would be less-than-significant.

Based on the discussion and findings in Section V. Cultural Resources, there is no evidence to support a finding that the project would have the potential to eliminate important examples of the major periods of California history or prehistory.

- b) Based on the discussion and findings in all Sections above, there is no evidence to suggest that the project would have significant impacts that are cumulatively considerable.
- c) Based on the discussion and findings in all Sections above, there is no evidence to support a finding that the project would have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly.

**Mitigation/Monitoring:** With the mitigation measures being proposed, potential impacts will be less-than-significant. See the attached Mitigation Monitoring Program (MMP) for a complete listing of the proposed mitigation measures, timing/implementation of the measures, and enforcement/monitoring agent.

## INITIAL STUDY COMMENTS

PROJECT NUMBER Use Permit 19-0013 – LeVey LLC

### GENERAL COMMENTS:

**Special Studies:** The following project-specific studies have been completed for the proposal and will be considered as part of the record of decision for the Mitigated Negative Declaration. These studies are available for review through the Shasta County Planning Division.

1. None.

**Agency Referrals:** Prior to an environmental recommendation, referrals for this project were sent to agencies thought to have responsible agency or reviewing agency authority. The responses to those referrals (attached), where appropriate, have been incorporated into this document and will be considered as part of the record of decision for the Mitigated Negative Declaration. Copies of all referral comments may be reviewed through the Shasta County Planning Division. To date, referral comments have been received from the following State agencies or any other agencies which have identified CEQA concerns:

1. California Department of Fish and Wildlife.

**Conclusion/Summary:** Based on a field review by the Planning Division and other agency staff, early consultation review comments from other agencies, information provided by the applicant, and existing information available to the Planning Division, the project, as revised and conditioned, is not anticipated to result in any significant environmental impacts.

## SOURCES OF DOCUMENTATION FOR INITIAL STUDY CHECKLIST

All headings of this source document correspond to the headings of the initial study checklist. In addition to the resources listed below, initial study analysis may also be based on field observations by the staff person responsible for completing the initial study. Most resource materials are on file in the office of the Shasta County Department of Resource Management, Planning Division, 1855 Placer Street, Suite 103, Redding, CA 96001, Phone:(530) 225-5532.

### GENERAL PLAN AND ZONING

1. Shasta County General Plan and land use designation maps.
2. Applicable community plans, airport plans and specific plans.
3. Shasta County Zoning Ordinance (Shasta County Code Title 17) and zone district maps.

### ENVIRONMENTAL IMPACTS

#### I. AESTHETICS

1. Shasta County General Plan, Section 6.8 Scenic Highways, and Section 7.6 Design Review.
2. Zoning Standards per Shasta County Code, Title 17.

#### II. AGRICULTURAL AND FORESTRY RESOURCES

1. Shasta County General Plan, Section 6.1 Agricultural Lands.
2. Shasta County Important Farmland 2016 Map, California Department of Conservation.
3. Shasta County General Plan, Section 6.2 Timber Lands.
4. Soil Survey of Shasta County Area, California, published by U.S. Department of Agriculture, Soil Conservation Service and Forest Service, August 1974.

#### III. AIR QUALITY

1. Shasta County General Plan Section, 6.5 Air Quality.
2. Northern Sacramento Valley Air Basin, 2018 Air Quality Attainment Plan.
3. Records of, or consultation with, the Shasta County Department of Resource Management, Air Quality Management District.

#### IV. BIOLOGICAL RESOURCES

1. Shasta County General Plan, Section 6.2 Timberlands, and Section 6.7 Fish and Wildlife Habitat.
2. Designated Endangered, Threatened, or Rare Plants and Candidates with Official Listing Dates, published by the California Department of Fish and Wildlife.
3. Natural Diversity Data Base Records of the California Department of Fish and Wildlife.
4. Federal Listing of Rare and Endangered Species.
5. Shasta County General Plan, Section 6.7 Fish and Wildlife Habitat.
6. State and Federal List of Endangered and Threatened Animals of California, published by the California Department of Fish and Wildlife.
7. Natural Diversity Data Base Records of the California Department of Fish and Wildlife.

#### V. CULTURAL RESOURCES

1. Shasta County General Plan, Section 6.10 Heritage Resources.
2. Records of, or consultation with, the following:
  - a. The Northeast Information Center of the California Historical Resources Information System, Department of Anthropology, California State University, Chico.
  - b. State Office of Historic Preservation.
  - c. Local Native American representatives.
  - d. Shasta Historical Society.

#### VI. ENERGY

1. California Global Warming Solutions Act of 2006 (AB 32)
2. California Code of Regulations Title 24, Part 6 – California Energy Code
3. California Code of Regulations Title 24, Part 11 – California Green Building Standards Code (CALGreen)

#### VII. GEOLOGY AND SOILS

1. Shasta County General Plan, Section 5.1 Seismic and Geologic Hazards, Section 6.1 Agricultural Lands, and Section 6.3 Minerals.
2. County of Shasta, Erosion and Sediment Control Standards, Design Manual
3. Soil Survey of Shasta County Area, California, published by U.S. Department of Agriculture, Soil Conservation Service and Forest Service, August 1974.
4. Alquist - Priolo, Earthquake Fault Zoning Maps.

#### VIII. GREENHOUSE GAS EMISSIONS

1. Shasta Regional Climate Action Plan
2. California Air Pollution Control Officers Association (White Paper) CEQA & Climate Change, Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act

**IX. HAZARDS AND HAZARDOUS MATERIALS**

1. Shasta County General Plan, Section 5.4 Fire Safety and Sheriff Protection, and Section 5.6 Hazardous Materials.
2. County of Shasta Multi-Hazard Functional Plan
3. Records of, or consultation with, the following:
  - a. Shasta County Department of Resource Management, Environmental Health Division.
  - b. Shasta County Fire Prevention Officer.
  - c. Shasta County Sheriff's Department, Office of Emergency Services.
  - d. Shasta County Department of Public Works.
  - e. California Environmental Protection Agency, California Regional Water Quality Control Board, Central Valley Region.

**X. HYDROLOGY AND WATER QUALITY**

1. Shasta County General Plan, Section 5.2 Flood Protection, Section 5.3 Dam Failure Inundation, and Section 6.6 Water Resources and Water Quality.
2. Flood Boundary and Floodway Maps and Flood Insurance Rate Maps for Shasta County prepared by the Federal Emergency Management Agency, as revised to date.
3. Records of, or consultation with, the Shasta County Department of Public Works acting as the Flood Control Agency and Community Water Systems manager.

#### **XI. LAND USE AND PLANNING**

1. Shasta County General Plan land use designation maps and zone district maps.
2. Shasta County Assessor's Office land use data.

#### **XII. MINERAL RESOURCES**

3. Shasta County General Plan Section 6.3 Minerals.

#### **XIII. NOISE**

1. Shasta County General Plan, Section 5.5 Noise and Technical Appendix B.

#### **XIV. POPULATION AND HOUSING**

1. Shasta County General Plan, Section 7.1 Community Organization and Development Patterns.
2. Census data from U.S. Department of Commerce, Bureau of the Census.
3. Census data from the California Department of Finance.
4. Shasta County General Plan, Section 7.3 Housing Element.
5. Shasta County Department of Housing and Community Action Programs.

#### **XV. PUBLIC SERVICES**

1. Shasta County General Plan, Section 7.5 Public Facilities.
2. Records of, or consultation with, the following:
  - a. Shasta County Fire Prevention Officer.
  - b. Shasta County Sheriff's Department.
  - c. Shasta County Office of Education.
  - d. Shasta County Department of Public Works.

#### **XVI. RECREATION**

1. Shasta County General Plan, Section 6.9 Open Space and Recreation.

#### **XVII. TRANSPORTATION/TRAFFIC**

1. Shasta County General Plan, Section 7.4 Circulation.
2. Records of, or consultation with, the following:
  - a. Shasta County Department of Public Works.
  - b. Shasta County Regional Transportation Planning Agency.
  - c. Shasta County Congestion Management Plan/Transit Development Plan.
3. Institute of Transportation Engineers, Trip Generation Rates.

#### **XVIII. TRIBAL CULTURAL RESOURCES**

1. Tribal Consultation in accordance with Public Resources Code section 21080.3.1

#### **XIX. UTILITIES AND SERVICE SYSTEMS**

1. Records of, or consultation with, the following:
  - a. Pacific Gas and Electric Company.
  - b. Pacific Power and Light Company.
  - c. Pacific Bell Telephone Company.

- d. Citizens Utilities Company.
- e. T.C.I.
- f. Marks Cablevision.
- g. Shasta County Department of Resource Management, Environmental Health Division.
- h. Shasta County Department of Public Works.

**XX. WILDFIRE**

- 1. Office of the State Fire Marshall-CALFIRE Fire Hazard Severity Zone Maps

**XXI. MANDATORY FINDINGS OF SIGNIFICANCE**

None

**MITIGATION MONITORING PROGRAM (MMP)  
FOR USE PERMIT 19-0013 (LEVEY LLC)**

Mitigation Measure/Condition	Timing/Implementation	Enforcement/Monitoring	Verification (Date & Initials)
<p><b>Section IV. Biological Resources</b></p> <p>IV.d.1) In order to avoid impacts to nesting migratory birds and/or raptors protected under federal Migratory Bird Treaty Act and California Fish and Game Code Section 3503 and Section 3503.5, including their nests and eggs, one of the following shall be implemented:</p> <ul style="list-style-type: none"> <li>a. If the applicant needs to remove any of the native oak trees onsite, removal shall occur between September 1 and January 31 when birds are not nesting; or</li> <li>b. If the removal of trees occurs during the nesting season, a nesting survey shall be conducted by a qualified biologist to identify active nests in and adjacent to the work area. The survey shall be conducted no more than one week prior to the initiation of tree removal. If tree removal activities are delayed or suspended for more than two weeks after the survey, the site shall be resurveyed. If nesting birds are found, the nest sites shall not be disturbed until after the young have fledged, as determined through additional monitoring by a qualified biologist.</li> </ul>	<p>Prior to Issuance of Building Permit Final Inspection of Building Permit For the Life of the Use Permit</p>	<p>Resource Management, Planning Division / California Department of Fish and Wildlife</p>	