

CITY OF SHASTA LAKE



2040

GENERAL
PLAN

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2040

GENERAL
PLAN

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INTRODUCTION & VISION

The City of Shasta Lake's Vision and Guiding Principles for the future development of the community. The General Plan purpose, use, and policy structure, and how it can be amended and updated to adapt to changing circumstances.



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ACKNOWLEDGEMENTS

Special recognition of former Senior Planner, Debbie Israel and City Engineer, Jeff Tedder whose work was instrumental in development of the General Plan.

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This chapter outlines the City of Shasta Lake's Vision and Guiding Principles for the future development of the community. It also introduces the General Plan (or Plan)—its purpose, use, and policy structure, and how it can be amended and updated to adapt to changing circumstances.

This General Plan has been developed through extensive community input, using an array of outreach tools and activities including workshops, meetings, open houses, educational forums, surveys, and newsletters deployed at various stages of the planning process. The City Development Services Department assembled a General Plan Advisory Committee (GPAC) to facilitate the assembly of comments and ideas from the public into the General Plan Vision and Guiding Principles with the Planning Commission and the City Council providing direction at key stages in the process. With adoption of this General Plan, the City Council affirmed the Plan Vision and these Guiding Principles.

The General Plan is comprehensive and long-range in its scope. It will be used on an ongoing basis to direct the City's decision making, reflecting the community's commitment to the planning ideals and vision set forth herein. It is the City's goal that all actions related to the City's physical development should be consistent with the General Plan vision.



SECTION 1. VISION & PLANNING CONTEXT

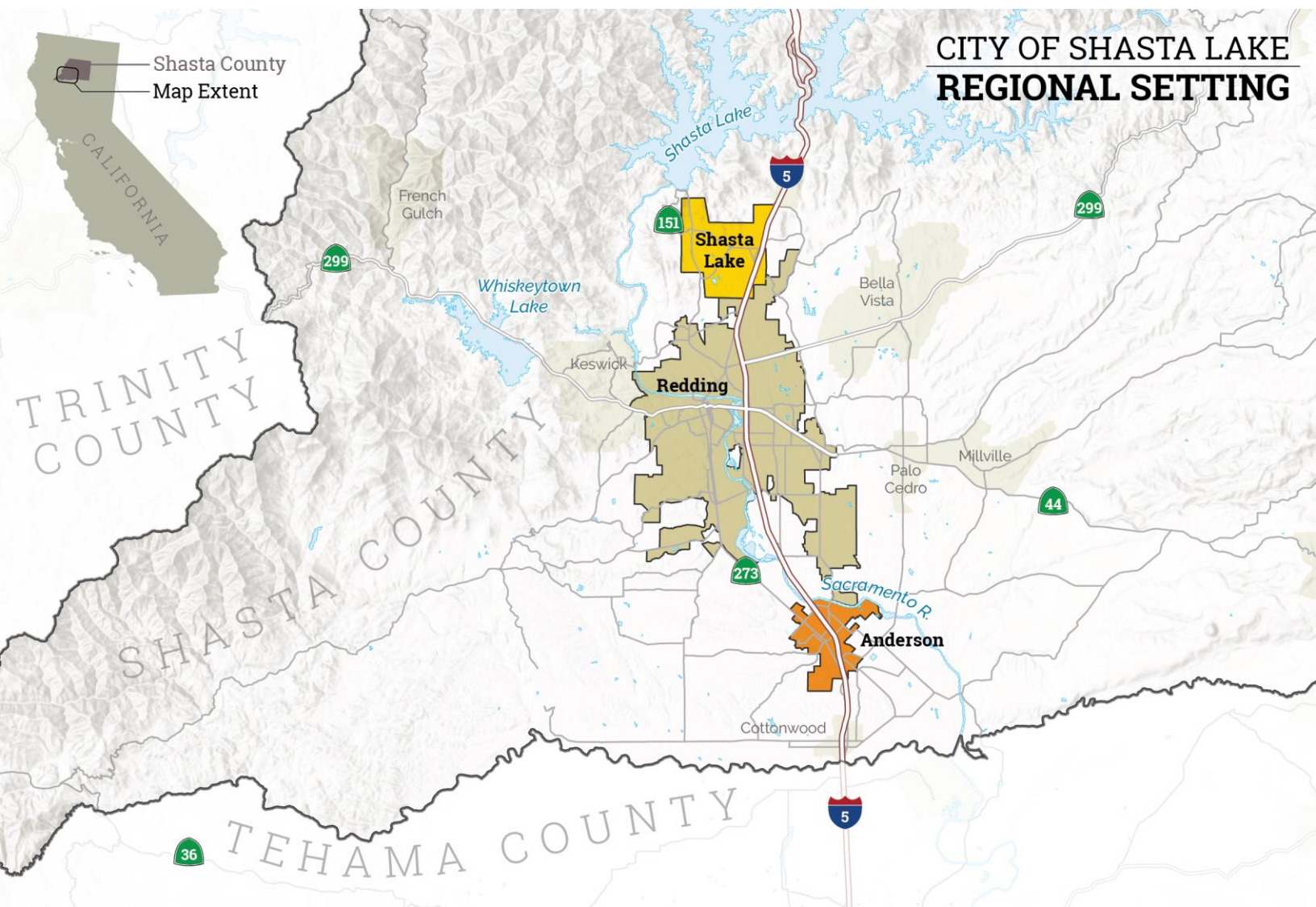
1.1. Setting and Evolution

California state law requires each City and County to adopt a general plan “for the physical development of the City or County, and any land outside its boundaries which...bears relation to its planning.” (Cal. Gov’t. Code § 65300) A general plan should be integrated, internally consistent, long-range, and comprehensive. The City of Shasta Lake’s General Plan meets these requirements.

The City of Shasta Lake’s General Plan represents the policy direction of the City

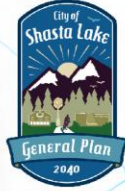
Council regarding community values, ideals, and aspirations to guide development of Shasta Lake through 2040. The General Plan addresses all aspects of the physical development of the city including land use, transportation, housing, public safety, infrastructure, the preservation of open spaces, and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

The Plan is implemented through a variety of tools including, but not limited to, the Uniform Building and other codes, zoning and subdivision laws, economic development plans, specific plans, and other regulations and programs. In their creation and implementation, these tools and regulatory mechanisms must be consistent in their application with the policy direction provided in the General Plan.



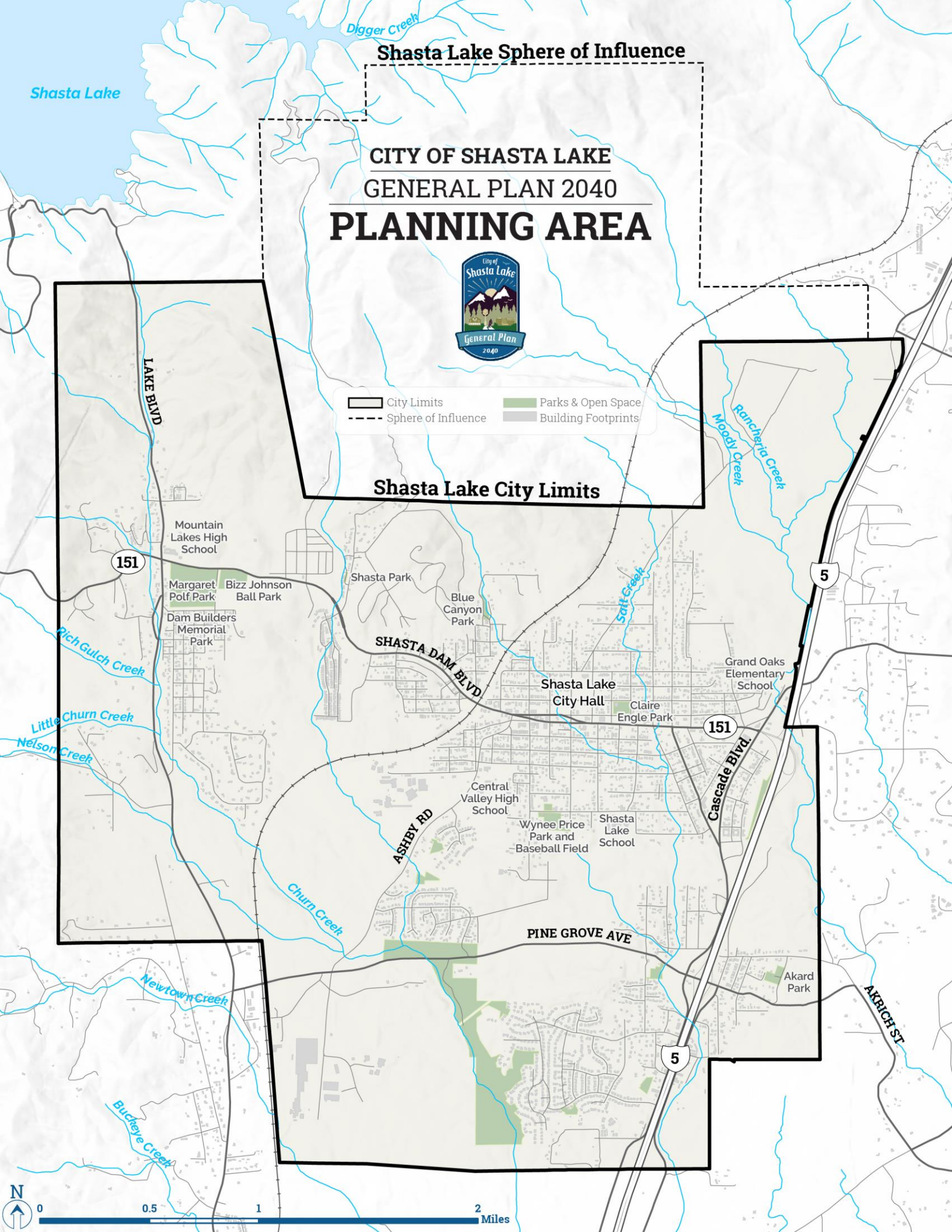
Shasta Lake Sphere of Influence

CITY OF SHASTA LAKE GENERAL PLAN 2040 PLANNING AREA



- City Limits
- Sphere of Influence
- Parks & Open Space
- Building Footprints

Shasta Lake City Limits





Element and Safety Elements are required by state law to be regularly updated. The Housing Element is required to be revisited and re-adopted every eight years. The Safety Element is required to be updated and meet state law when the City's Hazard Mitigation Plan is updated.

This General Plan Update is a comprehensive overhaul and technical update of the City's 1999 General Plan. This overhaul includes updates of all elements to provide the community with a long-range planning document which meets all current state laws.

The Plan update also focuses on revisions needed to ensure internal consistency between the elements, while retaining much of the same policy direction that was provided in the 1999 General Plan. The Plan was enhanced with new content, explanations, graphics, and diagrams to create comprehensive well-organized elements that can be used for decades into the future.

1.2. Planning Area

The City of Shasta Lake is located just north of the City of Redding (the county seat of Shasta County). The city is in the western third of Shasta County and Mount Shasta in Siskiyou County is a prominent feature across the city's landscape. The actual water body of Shasta Lake is located North-West of the city in the Shasta-Trinity National Forest. Shasta Lake, just outside the city limits, was created by the construction and completion of Shasta Dam stretching across the Sacramento River.

Shasta Lake's General Plan Planning Area (Planning Area) includes land within its City Limits and in its Sphere of Influence (SOI). The Planning Area extends approximately 9,469 acres (14.8 square miles), of which about 73 percent is within City Limits and the remainder in the SOI, see Table 1-1 for more detail. The Planning Area is surrounded by unincorporated

Shasta County and is generally bounded by federal lands on the Northern and Western boundaries, Interstate 5 on the east, and the City of Redding to the south. The I-5 runs through the Planning Area in a north-south direction.

SPHERE OF INFLUENCE

The City's Sphere of Influence (SOI) is determined and designated by the Shasta County Local Agency Formation Commission (LAFCO) and represents the City's probable future boundary and service area. The purpose of the SOI is to ensure the provision of efficient services while discouraging urban sprawl and the premature conversion of agricultural and open space lands by preventing overlapping jurisdictions and duplication of services. The City's SOI boundary includes a total of 690 acres of land that has not yet been annexed into the city limits, all of which is currently a part of unincorporated Shasta County. The portions of unincorporated land within the SOI that are substantially surrounded by the City limits and meet planning criteria established by LAFCO are referred to as "unincorporated islands," and other unincorporated lands in the SOI are referred to as "unincorporated pockets."

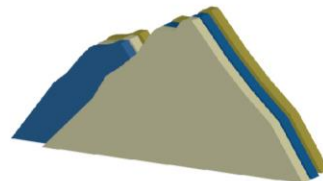
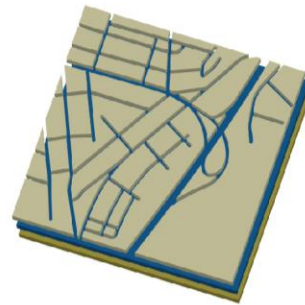
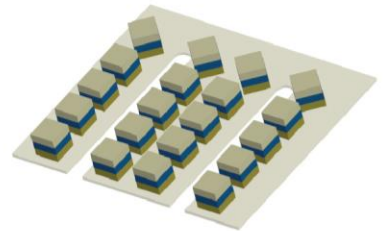
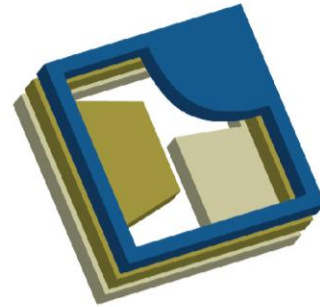
Table 1-1: Planning Area

Area	Acres	Square Miles
City Limits	6,930	10.8
Sphere of Influence	2,539	4.0
Planning Area	9,469	14.8

1.3. Organization of this Document

The General Plan is organized into chapters with associated appendices. The following elements are required by California state law and form the backbone of the General Plan:

- **Section 2: Land Use.** The Land Use Element shapes future physical development of Shasta Lake and preserves, protects, and enhances the community's quality of life.
- **Section 3: Housing.** The Housing Element is updated on an eight-year cycle to reevaluate housing affordability, fairness, and constraints in accordance with state law.
- **Section 4: Circulation.** The Circulation Element provides guidance on transportation and utility circulation throughout the city.
- **Section 5: Conservation Element.** The Conservation Element guides the comprehensive and long-range preservation of important natural resources
- **Section 6: Open Space Element:** The Open Space Element addresses open space lands in and around the city and establishes goals and policies for the preservation, enhancement, and use of open space and resources.
- **Section 7: Public Safety and Community Health Element:** This element provides information about risks in the City due to natural and human-made hazards and contains goals, policies, and actions designed to protect the community and its property from hazards. This element also addresses air quality and climate change, noise problems, quantifies current and projected noise levels from a variety of sources, and establishes noise compatibility guidelines for different land uses.
- **Appendices:**
 - Housing Element Background Report
 - Public Safety Climate Vulnerability Assessment





1.4. General Plan Purpose and Process

PURPOSE OF THE GENERAL PLAN

The General Plan is a statement of the community's vision of its long-term or ultimate physical form, as well as its development and governance policies. A city's general plan is the set of policies that govern and guide many City actions and on which development regulations and decisions must be based. The purpose of the Shasta Lake General Plan is to:

- Establish a long-range vision that reflects the aspirations of the community and outlines steps to achieve this vision.
- Establish long-range development and governance policies that will guide City decision-makers, including the City Council, the Planning Commission, and City staff.
- Provide a basis for judging whether specific development proposals and public projects and actions are in harmony with plan policies.
- Plan in a manner that meets future land needs based on projected population and job growth.
- Allow city staff, other public agencies, and private developers to design projects that will preserve and enhance community character and environmental resources, and minimize hazards; and
- Provide the basis for establishing and setting priorities for detailed plans and implementing programs, including development-related programs such as the zoning ordinance, subdivision regulations, specific and master plans, and a capital improvement program. Additional programs seek to improve quality of life, including

supporting culture and art, workforce training and economic development, and reducing climate change impacts and promoting sustainable development practices.

GENERAL PLAN REQUIREMENTS

California grants a local authority's power over land use decisions. As a result, cities have considerable flexibility in preparing their general plans so long as State requirements are met. The California Government Code establishes both the content of general plans and rules for their adoption and subsequent amendment. Together, State law and judicial decisions establish three overall guidelines for general plans. General plans should be:

- **Comprehensive.** The general plan must be geographically comprehensive, applying throughout the entire incorporated area and the Sphere of Influence. The general plan must also address the full range of issues that affect the City's physical development.
- **Internally Consistent.** The general plan must fully integrate its separate parts and relate them to each other without conflict. "Horizontal" consistency applies as much to figures and diagrams as to the general plan text. It also applies to data and analysis as well as policies. All adopted portions of the general plan, whether required by State law or not, have legal weight.
- **Long Range.** Because anticipated development will affect the City and the people who live or work there for years to come, State law requires every general plan to take a long-term perspective. This General Plan uses the year 2040 as its planning horizon.

The State mandates that all general plans include at least seven "elements": land use, circulation, housing, conservation, open space,

noise, and safety. In this Plan some elements have been combined into a single more comprehensive element because of their strong relationship. (Govt. Code 65300)

In addition to the mandatory elements, a city or county general plan may include "optional" elements; such examples include air quality, health, sustainability, community design, economic development, energy, water and waste-water, and parks and recreation. All elements, regardless of whether they are mandatory or optional, must be consistent with one another. No element is legally subordinate to another.

1.5. The Vision



A vision is a statement that reflects local potential and makes a commitment to future action. A vision generally describes what the community wants to be. The vision

statement is a clear, succinct, and purposeful statement that everyone generally agrees with and is easily understood to help define the direction in which the plan should proceed.

WHY CREATE A VISION?

The vision is developed in the first part of the planning process and helps shape the general plan. The vision and its related statements help guide the decision-making process and the

remainder of the plan. If an idea, policy, or objective would help advance the vision it was included in the plan.

The vision not only serves as part of a decision-making tool for developing the plan, but also assists in the decisions that are made in implementing the plan.

Policymakers and decision makers should always use the vision to help guide whether a decision implements the General Plan.

HOW WAS THE VISION CREATED?

At the first public workshop on January 13th, 2015, participants were asked what they value about The City of Shasta Lake and what they would like to see improved in the future. Areas such as social and economic well-being, physical character, arts and culture, growth standards, and employment were considered.

The City's General Plan Advisory Committee (GPAC) and planning consultant refined the elements of the vision created during the public workshops. The actual vision statement then began to take shape.

VISION STATEMENT

The City of Shasta Lake is a safe and vibrant community that embraces our diversity, lives in harmony with our unique natural environment, and provides access to healthy lifestyles for our citizens. Surrounded by natural beauty, the City





of Shasta Lake is characterized by welcoming neighborhoods and an appreciation for our historical heritage. Expanded parks and recreation amenities and a variety of housing choices create a high quality of life for all residents.

The array of youth activities, sports clubs, and robust schools make this a great place for families to thrive. Job opportunities and social vitality attract diverse talent to the community. The strong schools, community services, recreational amenities, reasonably priced homes, and close-knit neighborhoods produce an ideal place to raise a family.

Expanded housing options, support services, and transportation choices create opportunities for longtime residents to stay in the City of Shasta Lake as they age.

As growth continues, the City of Shasta Lake maintains its distinct small-town charm while providing a high level of community services. Public health and safety are a priority to create an environment where City residents have access to healthy lifestyles. The City promotes optimal health and safety of its residents through prevention, protection, and intervention.

Arts, culture, and civic engagement are embraced by a community that understands the needs of fellow residents.

The historic downtown is friendly and walkable, strengthened by infill and mixed-use projects, including a mix of retail, restaurant, residential, and office uses leading to a vibrant and active commercial area.

The City is a model of economically, environmentally, and culturally responsible development. Industrial development in the Shasta Gateway Industrial Park provides a reliable tax base for the City while also creating jobs.

The transportation network is balanced and connected to provide opportunities for all ages and abilities. This includes safe and efficient roadways, pedestrian-friendly paths and sidewalks, trails, bicycle amenities, and public transportation.

All of this leads to the City of Shasta Lake becoming a preferred place to live, work, play, and conduct business.



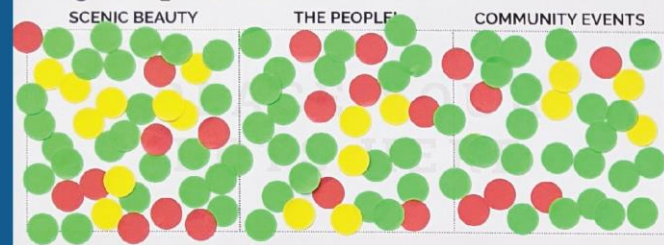
Shasta Dam Boulevard

VISION CORE STATEMENTS

Core statements are what support the vision, shape the culture, and reflect the values of the residents of Shasta Lake.

- A diverse and affordable housing stock attracting professionals, families, and seniors.
- A balanced and connected network of multiple transportation methods allowing safe and efficient movement by users of all ages, abilities, and modes.
- A business-friendly economy that encourages economic development, prosperity, and community enrichment while allowing the City to rely on a reliable tax base.
- A community that fosters health and well-being, where citizens feel safe and connected to their community.
- Industrial users that provide a variety of desirable and stable jobs.
- A walkable downtown containing shopping, dining, entertainment, offices, and residences surrounded by revitalized neighborhoods connected to all parts of the community.
- Natural creeks and streams, parks, and open spaces that are protected by the City from development for the public good.
- A healthy community with access to fresh food, recreation opportunities, social engagement, clean water and air, and multi-modal transportation options.
- A group of emergency service professionals committed to public safety and prepared to adapt and serve the needs of a changing community.

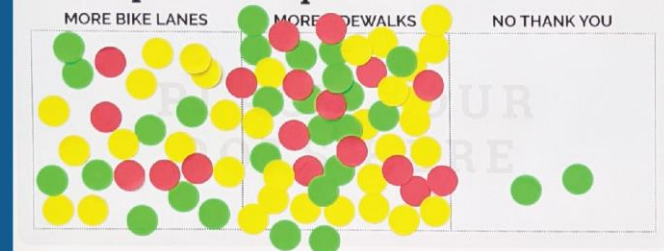
Top pick for what makes Shasta Lake a great place to live?



Do you support encouraging a "village feel" for Shasta Lake?



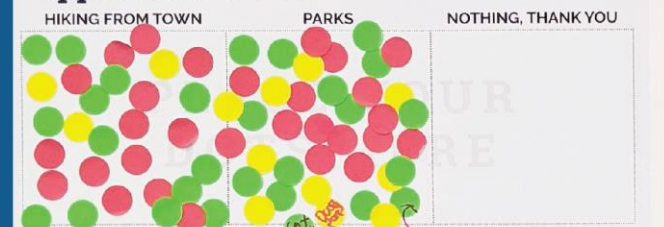
Do you support more active transportation options?



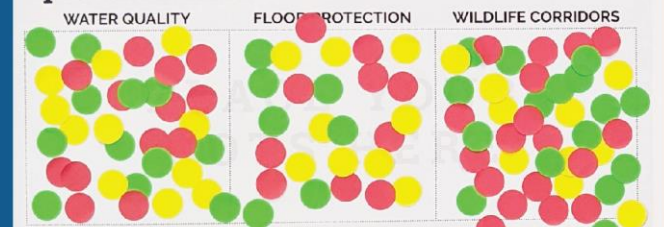
What type of transportation do you use regularly (several times a month)?



Would you support more opportunities for:



Do you support open space protection for:





KEY STRATEGIES

The Vision and Guiding Principles are supported by key strategies that provide a bridge to the detailed goals and policies in each element:

Compact Growth Patterns. The General Plan seeks to achieve the City's 20-year growth needs within the existing Sphere of Influence. Thus, the Plan emphasizes infill development in Downtown, aging commercial areas, and where underutilized or outmoded uses offer opportunities to accommodate new housing, employment, and commercial development. The General Plan also provides direction for development of mixed-use development both in a downtown setting and on large vacant parcels.

Corridor Revitalization. To further the guiding principles, key portions of Shasta Dam Blvd. have mixed-use designations, and policies that seek to foster development of this area as a pedestrian-oriented community spine. The General Plan outlines varied approaches to land uses mixes, and transportation improvements, reflecting the corridor's importance to the community.

Accessible and Walkable City. The General Plan emphasizes walking and bicycling through a multi-pronged strategy that fosters pedestrian-oriented development; new pedestrian and bicycle connections; increased densities; and greater mix of uses to enable shorter trips. Corridors would provide amenities and services for adjacent neighborhoods and include high- and medium-density housing surrounding retail uses or integrated in mixed-use buildings.

Diversity of Housing Choices. The General Plan provides a range of residential densities wider than previously permitted in the city, as well as several areas with mixed residential and commercial designations to facilitate production of a range of housing types to meet the needs of

people of all incomes, abilities, and stages of life, with a focus on workforce housing and improved community-wide jobs/housing balance. The housing growth is focused on locations with access to services, amenities, and open spaces.

Preservation of Natural Resources. The General Plan now includes a Natural Resource Overlay Zone. This zone provides for the protection of significant wildlife habitat resources. These areas can be important for maintaining natural local ecosystems, such as floodplains, riparian areas, and sensitive habitats. Vegetation management within the Natural Resource Overlay zone is also important for fire fuel reduction, fire safety protection, and invasive species management, which are addressed in further detail in the Safety, Conservation, and Open Space Elements.

Flexibility in Residential Neighborhoods. By carefully expanding the types of new housing allowed in existing residential neighborhoods, the existing character of traditional neighborhoods can be preserved while allowing for more housing options and expanded use of historic properties. Residential areas would remain in residential use, but with opportunities to build a greater diversity of housing types. Home-based businesses and small-scale businesses would be permitted to enhance economic opportunity.

Climate Change and Environmental Resiliency. The General Plan envisions the city shifting toward reducing greenhouse gas emissions and adapting to climate change. The goals and policies in the elements that follow emphasize conservation of riparian habitats, nurturing and growing the urban forest, integrated recreation/open space/flooding improvements along creeks, sustainable site planning and development practices, and conservation of energy.

1.6. Goals, Policies, and Implementation

Each element of this General Plan includes background information to establish the context for the goals and policies in the chapter. This background material is not a comprehensive statement of existing conditions, nor does it constitute adopted City policy, except where noted (such as Land Use Designations and Density/Intensities). Within each element, the combination of goals and policies provide direction on how to implement the City's Vision. Goals and policies are consolidated at the end of each element for easy reference.

An equally important step in developing goals is public engagement. From information gathered throughout the public workshops and General Plan Advisory Committee (GPAC) meetings, together with staff meetings and joint Planning Commission and City Council meetings, basic goals and policies were derived to address key issues.

Ten broad categories were highlighted, including land use and environment, housing and neighborhoods, economic development, transportation, parks and open space, downtown, community infrastructure, design and place making, arts and culture, and sustainability.

The GPAC worked closely with the City's planning consultant to synthesize the public engagement results to serve as the backbone of the plan. This was accomplished through the review of previous plans and studies. The community and policy makers identified issues to incorporate into the policy framework of the vision, goals, and policies.

HOW ARE THE GOALS AND POLICIES ORGANIZED?

The General Plan is based upon goals and policies. Each has a distinctive meaning and purpose in the planning process. Together, goals and policies serve as the basis for development and progress decisions. They are implemented by legislative and policy actions throughout the city, such as the zoning ordinance, regulations, capital improvement programs, and building code enforcement.

GOALS

Goals are concise statements that describe, in general terms, a desired future condition that further defines the vision statement. They are the future of the plan and address those things the City wants to accomplish over the life of the plan.

Goals form the framework for more detailed decision making and are used by the City to establish priorities for public and private discussion and consideration, as well as to identify needed public improvements and services.

POLICIES

Policies are statements that describe a specific, measurable, future condition to be attained during a stated period of time and, ultimately, the course of action required to achieve a stated goal. Furthermore, policies are tasks that recommend how a goal will be accomplished. Policies are statements of community intent against which individual actions and decisions are evaluated. Policies should be sufficiently quantifiable to gauge the appropriateness of development applications, have a general time frame, and be understood by both the decision-makers and the general community.



IMPLEMENTATION ACTIONS

Implementation actions are an extension of a goal and describe how the goal or policy may be accomplished. As the General Plan is a broad document with a long-term horizon, implementation actions should be refined into more detail when it is time to implement the goal. Implementation actions describe the who, what, when, where, why, and how. This includes explaining the reasoning for the goal or policy and how it can be implemented, the timeframe of when implementation should begin, the steps necessary for successful implementation, and the people and resources needed to make it happen.

1.7. Regulatory Relationships

California Government Code Section 65300 requires that "... each county and city shall adopt a comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries which in the planning agency's judgment bears relation to its planning."

All land use regulations and plans must be consistent with the general plan. These include zoning ordinances, subdivision ordinances, specific and area plans, and redevelopment plans. Ensuring that existing ordinances and plans are consistent with the general plan is one method of implementing the general plan's policies. Other methods include development of new ordinances, plans, financing programs, capital improvement programming, code enforcement, and the entitlement process. The General Plan identifies implementation measures or programs.

ELEMENTS OF THE GENERAL PLAN

All elements of the general plan have equal legal status. For example, the land use and open space elements cannot contain different land

use intensity standards rationalized by statements such as "if in any instance there is a conflict between the land use element and the open space element, the land use element controls".

CONSISTENCY AMONG THE ELEMENTS (INTER-ELEMENT CONSISTENCY)

All general plan elements, whether mandatory or optional, must be consistent with each other. As an example, the land use and open space elements should not designate different future land uses for the same site. Whenever a jurisdiction adopts a new element or amends part of a plan, it should update the rest of the plan at the same time, or immediately thereafter. It must eliminate any inconsistencies that the new element or amendment creates.

CONSISTENCY WITHIN AN ELEMENT (INTRA-ELEMENT CONSISTENCY)

Each element's data, analyses, goals, policies, and implementation programs must be consistent with and complement one another. Established goals, data, and analysis form the foundation for any ensuing policies. For example, if one portion of a circulation element indicates that city roads are sufficient to accommodate the projected level of traffic, while another section of the same element describes a worsening traffic situation aggravated by continued subdivision activity, the element cannot be internally consistent.

THE HOUSING ELEMENT

Housing elements address the community's housing needs, prioritize housing goals, and establish housing-related programs. Housing elements are required by State law to be updated more frequently than the rest of the General Plan and are typically published as separate documents to facilitate easier updating

according to the State-defined housing cycles. Unlike the other mandatory general plan elements, the housing element is subject to detailed statutory requirements and mandatory review by the State of California Department of Housing and Community Development (HCD). The City's current Housing Element is within the sixth housing cycle (2015 to 2023) and future updates will be consistent with the State-defined cycle.

RELATION TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

Because general plans govern the overall type and location of new development, especially through goals and policies within the Land Use, Circulation, and Housing Elements, plan changes can lead to significant environmental alterations. As such, the California Environmental Quality Act (CEQA) requires study of those potential environmental impacts as part of a general plan update process. Individual projects are not discussed, but the document does provide background information on environmental conditions within the city. The General Plan also reflects environmental carrying capacity limitations that can be used in assessing new or rehabilitated growth in Shasta Lake.

A separately bound EIR has been prepared, to evaluate and disclose the environmental impacts associated with implementation of this General Plan. Implementation of the General Plan has the potential to generate environmental impacts in several areas. However, this General Plan has been developed to be largely self-mitigating in that the proposed goals, policies, and implementation measures are designed to mitigate or avoid impacts on the environment resulting from implementation of the Plan.

RELATION TO THE ZONING ORDINANCE

The General Plan maps are not zoning maps and should not be confused with them. The Zoning Ordinance and map are site-specific documents that govern the present requirements for land development on individual sites within the community. The Zoning Ordinance alone provides specific standards for land use developments within the various zoning districts. The General Plan provides long-term guidance to the city in land use decisions and other city management decisions. The vision of what the community will look like in the future and how it will develop is represented in the General Plan as its goals, policies, and implementation actions, and as shown on various maps. These do not necessarily provide locationally precise answers for specific development projects. The Zoning Ordinance (and other implementation ordinances) must be consistent with the goals and policies adopted in the General Plan.

RELATION TO THE SUBDIVISION REGULATIONS

The California Government Code specifies that cities must not approve a proposed subdivision or parcel map unless the project, including its design and proposed improvements, is consistent with the General Plan. The city is required to deny approval of any tentative or final subdivision maps not consistent with the goals, policies, or land use programs of the General Plan. However, development in the City of Shasta Lake is based on single parcel development in the existing platted area.

1.8. Community Outreach in Shaping the Plan

The General Plan update process was designed to produce a vision and blueprint for development through the General Plan horizon year of 2040. Community members were invited to participate in the planning process from the initial visioning stage through the development of Plan policies, the drafting and adoption of the General Plan, and the completion of the Environmental Impact Report (EIR). Community outreach activities included:

- **Community Workshops and Open Houses.**
Several in-person and virtual workshops and open houses were held to help identify common themes and visions for the City of Shasta Lake, gather ideas on key planning issues, and discuss alternatives, concepts, and policy frameworks.
- **Small-Group Meetings.**
Presentations were made and meetings were held with a number of neighborhoods, businesses, and community groups and organizations.
- **Agencies and Organizations Meetings.**
A series of meetings were held to engage other governmental agencies and organizations with insight into the City's planning issues.
- **General Plan Advisory Committee (GPAC).**
The GPAC consisted of a representative range of community members that worked closely with City staff and the consultant team to provide valuable input and direction throughout the General Plan update process, meeting 16 times. Meetings were open to the public, with wide community attendance at several meetings.

- **Planning Commission and City Council Study Sessions.**

Several decision-maker workshops and study sessions were held, including joint sessions with Commission and Council, for review, brainstorming and commenting on planning issues, the Vision and Guiding Principles, and a preferred land use and transportation strategy. These meetings also provided opportunities for community input, with extensive community participation.

- **Plan Shasta Lake Website and Project Newsletters.**

The project website (planshastalake.com) provided updates on the planning process, access to meeting materials and presentations, project documents, and additional background information about Shasta Lake, urban planning, and the General Plan update. Project updates were sent periodically to those who signed up for the General Plan (email) Newsletter, which also provided information on upcoming meetings and participation opportunities.

Public Open House



1.9. Amendments to the General Plan

The General Plan is a living document. As such, it should be updated periodically as site-specific circumstances change from the time of writing, to respond to new State or federal law, or to modify policies that may become obsolete or unrealistic over time.

Changes in policy as well as unforeseen opportunities or needs may require amendment of the General Plan. While it is the City's goal to minimize the number of amendments to mandatory elements of the General Plan. Amendments to the General Plan may be made up to four times a year, and each amendment may include more than one change to the Plan. Any changes or updates to background materials that do not affect goals, policies, or other adopted portions of the General Plan are not considered General Plan amendments.

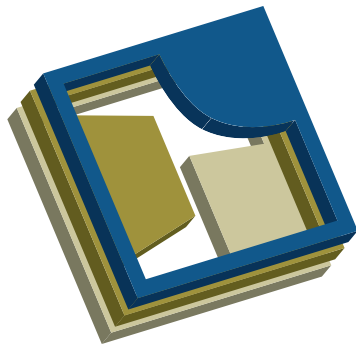
Shasta Dam



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LAND USE

maintain and grow responsibly a balance of land uses that support the City of Shasta Lake and its citizens while preserving natural features and environmentally sensitive areas



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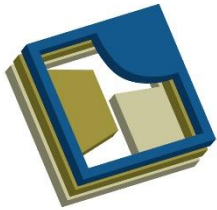
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SECTION 2. LAND USE ELEMENT



The Land Use Element and the Land Use and Circulation Map designate the proposed location, distribution, and extent of land uses, which shape future physical development, community design, and quality of life. The Land Use Element sets forth specific goals, policies, and implementation actions to guide land use for the City through 2040.

Each Land Use Classification in Section 2.4 represents a desired use for that area. These classifications include population density and commercial and industrial intensity, which assist in the determination of pedestrian and vehicular circulation and public facility needs. They reflect the environmental carrying capacity limitations that can be used in assessing new or rehabilitated growth. The accompanying Land Use and Circulation Map graphically represents these Land Use Classifications throughout the City.

2.1 Why is Land Use Important?

In order to plan for future growth and development, it is important to understand existing land use supply. The existing land use pattern shows where concentrations of certain uses are, highlights land available for future development, and predicts potential development pressure. While the existing land use may also be the desired future use, there are some identified areas where changes in land use are anticipated as vacant and under-utilized properties are redeveloped.

Through the Land Use Element, future land use planning translates the vision, goals, and policies into a tangible, physical form. The future land use map (See Figure 2-11) was created through examination of existing land use patterns, zoning, community input, and discussion with City staff.

The future land use plan should not be confused with zoning. While land use and zoning are related, they serve separate functions. Land use describes the activity that occurs on the land, such as single-family residential or industrial. Zoning regulates the character, building size, density, and other development standards of that land use activity. There are often multiple different single-family residential zones, ranging from rural or estate in character to denser, traditional neighborhood forms commonly seen around Shasta Lake.

Likewise, within the land use plan, only one commercial or industrial land use designation may exist; however, several zoning districts will implement that designation depending upon location, land characteristics, and proximity to residential or other land use designations.



2.2 Statutory Requirements

The Land Use Element is one of the seven state-mandated Elements of the General Plan. California Government Code Section 65302(a) requires that a city's General Plan include:

A land use element that designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, greenways, . . . and other categories of public and private uses of land. . . The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan.

Also, while certain land uses may be expressed in general terms, a property owner must be able to identify the General Plan designation for their parcel from the Land Use and Circulation Map.

2.3 Early History and Community Characteristics

Until the early 1800s, before early Anglo exploration, the area of Shasta Lake was inhabited by indigenous peoples, including the Hupa, Achumawi, Achowami, and Shasta tribes. The descendants of these peoples are known colloquially as the Wintu Tribe. Following the discovery of gold in 1848, the indigenous population declined steeply as the area was settled by non-natives, including Anglo Americans, Californios (people of Spanish or Mexican decent), and other immigrants. An estimated 120,000 Native Americans died of disease, starvation, and homicide during the Gold Rush. (Public Broadcasting Service n.d.)

Between 1860 and 1880, approximately \$170 million in gold was extracted using a highly successful technique called hydraulic mining, which devastated the landscape and caused extreme sedimentation in the state's waterways. Declining yields and a court ruling in 1884, preventing the continuation of this invasive extraction practice, brought an abrupt end to the Gold Rush and stoked California's transition to a principally agrarian economy. (*Id.*) Before 1889, the use of irrigation in the state was almost nonexistent, but by 1929, irrigated land accounted for almost 16 percent of farmland. California saw a simultaneous intensification and diversification of agriculture after 1880, so much so that, between 1859 and 1929, the number of farms increased by about 700 percent. (Olmstead and Rhode 2017) During this time period, the Anderson-Cottonwood Irrigation District (ACID) was formed. A diversion dam was constructed in the City of Redding in 1916, which still diverts water today from the Sacramento River for delivery through a series of canals and flumes to irrigate fields in Churn Creek Bottom, Anderson, and Cottonwood.

Much of the City of Shasta Lake was founded as a result of the State of California's Central Valley Project (CVP), which was authorized in 1935 and began with the construction of Shasta Dam in 1938. The purpose of the CVP was to store winter water from the mountains for use during the dry summer months in the Central Valley, a growing agricultural area. Dam construction led to the development of five small boomtown communities, known as Central Valley, Project City, Summit City, Pine Grove, and Toyon. Except for Toyon, which was destroyed by fire in the 1980s, these communities eventually incorporated into the City of Shasta Lake in 1993.

The City of Shasta Lake is a close-knit, small town, and continues to grow from its historic roots. This City has prioritized its relationship with surrounding tribes and supported projects such as the Wintu Center. It is a primary access point for recreation on beautiful Shasta Lake and forested rolling hills, and recreational opportunities surround the City with easy access to Interstate 5.

The City's lifeblood is the community volunteers who run numerous events throughout the year from parades to children's Christmas parties. Volunteers are critical the community's youth sports activities, including little league baseball, Central Valley youth football, and the BMX bike track at Margaret Polf Park. Recruitment of new volunteers is vital to the community and a growing challenge as the City's population ages.

The City has a limited budget for infrastructure and programming and has secured State of California Housing and Community Development Block Grant (CDBG) funding for Water Improvement Projects, Wastewater Improvements, Public Facilities Projects, and Housing Rehabilitation. The City also received CDBG funds to rehabilitate a building to be used by the Northern Band of the Wintu tribe as a Native American Cultural Resource Center, showcasing a Native American Museum, Community Center, and Program Offices.

The existing City planning and zoning jurisdiction is approximately 6,900 acres, or about 10 square miles. Currently, rural, suburban, and urban residential uses dominate the area, making up approximately 86% of all land uses. The land surrounding the City consists primarily of privately-owned land and land owned and managed by the United States Bureau of Land Management (BLM) and the United States Forest Service (USFS). Shasta Lake, Shasta Dam, and its infrastructure are managed and operated by the USBR, including water storage and release. Recreation on the lake is managed by USFS.

As growth increases in the City, growing in line with the community's vision is essential. Strategic, well-planned growth will allow the City to maintain its small-town appeal. The Land Use Element provides a path forward for balanced, strategic growth in line with the community vision.

2.3.1 INDIGENOUS CALIFORNIANS AND THE WINTU

As with most areas of California, indigenous people inhabited the land before the early Anglo exploration, pioneer settlement, and modern-day boomtowns of Northern California. Migrating into California from southwestern Oregon approximately 1200 years ago, a group of indigenous people settled the area along the Sacramento River and its tributaries, including near Shasta Lake. The Wintu people represent direct descendants of local indigenous people known colloquially as the Wintu Tribe. The Wintu settlements were located along the upper Trinity River, along a portion of the Sacramento and McCloud rivers, and on numerous creeks. Until the early 1800s, an estimated 14,000 Wintu lived along these northern California rivers and creeks.

During the mid-1800s, the discovery of gold and subsequent "gold rush" in Shasta County affected the Wintu population and land, water, and food resources. Decimated by disease and conflict, fewer than 400 Wintu remained by 1910. The Wintu cultural identity continues to be at risk of extinction, crippled by loss of language over generations, destruction of native cultural sites and properties, and legal battles over remaining land and natural resources.

Starting in the late 1980s, the Wintu began the process of gaining formal tribal recognition from the Bureau of Indian Affairs and petitioned Congress to have land deeded to the tribe. Since then, it has been a continual legal battle and administrative fight, but these efforts have not resulted in federal recognition to date. The Wintu tribal leadership continues to pursue their rights to maintain their heritage, culture, territory, and way of life. One notable achievement is the funding and construction of the Museum and Cultural Resource Center, funded through a federal Community Development Block Grant. This achievement acknowledges a government-to-tribal relationship among the State of California, the City of Shasta Lake, and the Wintu Tribe.



Figure 2-1: Wintu Ceremonial Dances

Source: www.wintutribe.org

The City values its relationship with the Wintu and works to consistently and respectfully integrate the tribe's needs into its planning. The City and the State of California also formalized this important relationship through Senate Bill 18. Accordingly, the City:

- Acknowledges tribes as unique and separate governments within California and the United States.
- Ensures that its programs and activities avoid or minimize adverse impacts to cultural and other resources.
- Recognizes and respects important declared and enumerated California Indian Tribal Government rights, sites, traditions, and practices.
- Consults with Tribal Governments prior to making decisions, taking actions, or implementing programs that may affect their communities.



Figure 2-2: Old Boomtown Photos

Left: Aerial View of Boomtown. Right: Tibbitts Humphreys, located on Shasta Dam Road, across from Givan Street. Courtesy of Shasta Lake Heritage and Historical Society. Source: City of Shasta Lake Historical Context Statement

2.3.2 HISTORIC “BOOMTOWN” COMMUNITIES

The City of Shasta Lake originated from five small boomtown communities, shown in Figure 2-3, located around Shasta Dam Boulevard (State Route 151) and Interstate 5 (I-5). Four of the five communities were eventually incorporated into the City of Shasta Lake. The communities were built to provide low-cost homes to, and support the growing needs of, the families of men working to construct Shasta Dam. In 1937, when the U.S. Bureau of Reclamation began work on Shasta Dam, the area between the dam site and Redding was mostly unsettled. Practically overnight, thousands descended upon the region with their families seeking work, many of whom had worked on large-scale Bureau of Reclamation projects like Boulder (Hoover) Dam and the Fort Peck Dam in Montana. Others seeking work were leaving the drought-stricken areas in the Great Plains and the aftermath of the Depression years. (Carey & Co. Inc. 2011).

Some homes built in the four boomtowns by dam workers, referred to as “Dam houses,” evolved from makeshift tents or were built without foundations as temporary housing. Typically, Boomtowns and their inhabitants disappeared after a project was completed, but this was not the case here and many families remained.

Other standardized low-income homes, also referred to as Dam houses, were built in Toyon and by Pacific Constructors Inc. in the contractor’s camp, Shasta Village¹. Toyon was a government camp and community within itself, built by the United States Bureau of Reclamation (USBR) to provide its employees and administration with housing. No privately owned residences or businesses were allowed.

¹ Shasta Village, aka PCI camp, nonexistent today, was a company town of “Dam houses” located on hilly terrain immediately downstream of to the construction site of Shasta Dam.



The camps were eventually dismantled, and the Dam houses were sold, moved, and relocated to places all over Shasta County, many into the four boomtown communities of:

Central Valley: Central Valley was constructed at the midpoint on Grand Coulee Boulevard (Shasta Dam Boulevard). Central Valley grew at a faster pace and Boomtown developers declared it "The Hub of Commercial Activity," as it far surpassed the other communities in commercial activity and population.

Project City: Project City developed at the intersection of U.S. Highway 99 and Grand Coulee Boulevard (Shasta Dam Boulevard) as the "entrance to Shasta Dam."

Pine Grove: Pine Grove was built along both sides of U.S. Highway 99 in proximity of what today is the intersection of Interstate 5 (I-5) and Pine Grove Avenue.

Summit City: Summit City began at the intersection of Grand Coulee Boulevard (Shasta Dam Boulevard) and Kennett Road (Lake Boulevard) as the community closest to the Dam construction site. (Various Contributors n.d.).

Toyon, also shown in Figure 2-3, was a government camp built on 41 acres of purchased land owned by the Seaman family and no longer exists as a community. The Seaman Ranch house, USBR administration building, and 30 of the remaining larger homes were destroyed by fire during the tribal occupation of Toyon in the 1980s. Today, a metal storage building and flagpole are the only remaining structures other than overgrown streets and sidewalks. Located within the Shasta Lake City limits, the land is currently owned by the U.S. Bureau of Indian Affairs and is fenced off from Shasta Dam Boulevard. The Wintu Tribe is likely to gain legal ownership to this property should their tribe ever become formally recognized by the BIA.

2.3.3 URBAN DESIGN AND DOWNTOWN REVITALIZATION

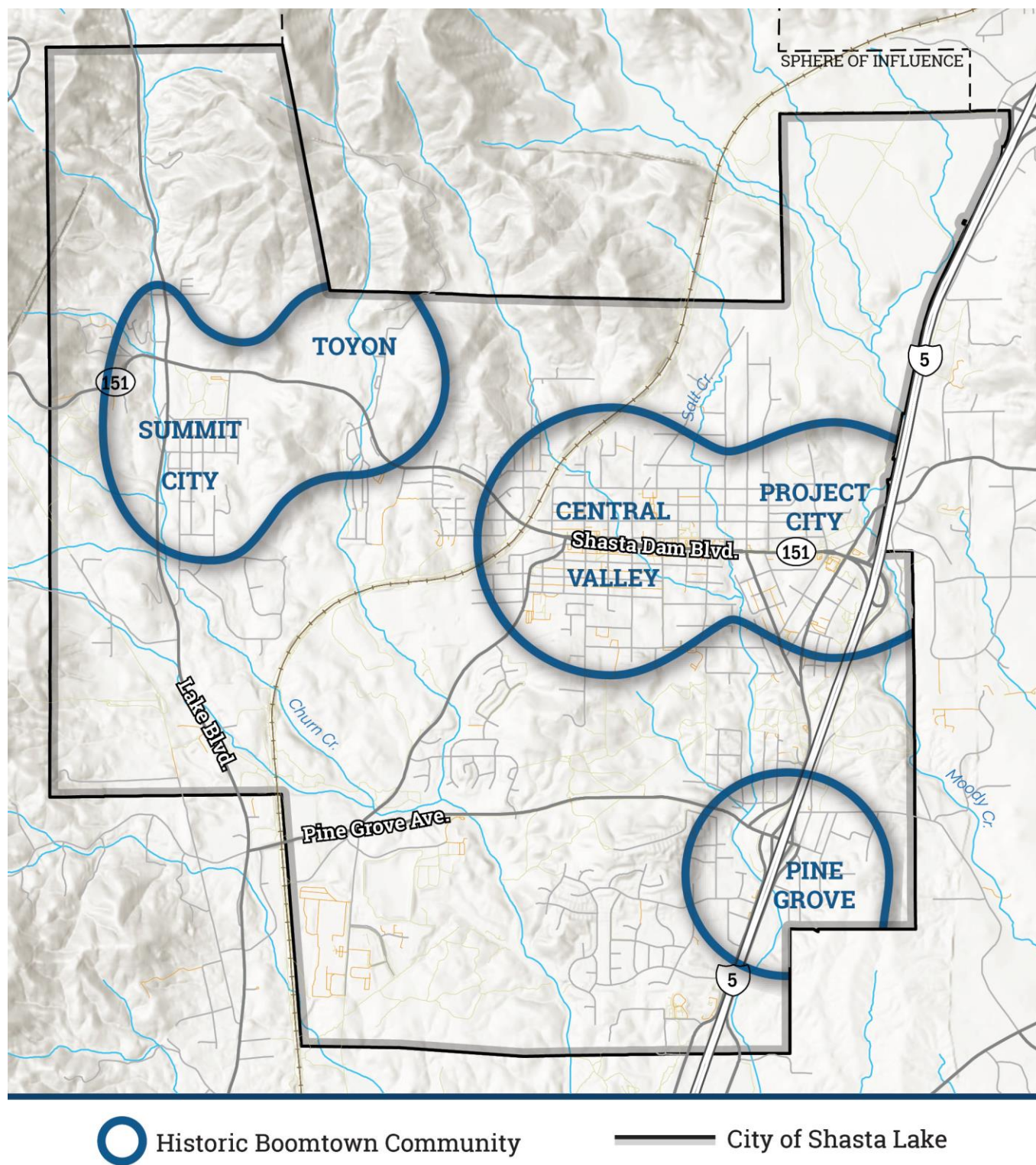
As a land use system, community character goes beyond typical categorization of the functional use of land to account for the physical traits and design attributes that contribute to its "look and feel." A character-based land use system focuses on development intensity, which encompasses the density and layout of residential development, the scale and form of non-residential development, and the amount of building and pavement coverage (impervious cover) relative to the extent of open space and natural vegetation or landscaping. This applies both on individual development sites and across entire areas.

It is a combination of the functional land use and its design characteristics that more accurately determines the compatibility and quality of development. Often, aesthetic enhancements are perceived as integral to the definition of community character. The elements of building architecture, landscaping, signage, and other site amenities alone serve to enhance the development aesthetic, but do not influence community character as used in the context of land use planning and design.

Among the first commercial buildings constructed in Shasta Lake were those in the original Boomtown settlements along Shasta Dam Boulevard and Lake Boulevard. Buildings were constructed in a dense pattern with their fronts addressing Shasta Dam Boulevard and abutting one another to each side. The town's center of commerce was immediately flanked by plots of home sites. What was then a matter of



necessity, or even convenience, may now serve as a defining principle to guide how the City develops in the coming years. This is to say that downtown may – and should – continue as the heart of the City; a focal point for civic functions and institutions, local and niche businesses, and culture and entertainment. However, as the community grows and faces development pressure along Interstate 5 and on its fringes, the City must be both deliberate and resolute in its commitment to preserving the character and economic vitality of downtown.



Historic Boomtown Communities City of Shasta Lake

Figure 2-3: Historic Boomtown Communities

2.3.4 SHASTA DAM BOULEVARD

Shasta Dam Boulevard is the main arterial through the City of Shasta Lake with a connection to the Interstate 5 freeway. It is an ideal location to focus residential and commercial infill development, as well as additional sidewalks and bikeways, as identified in the Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis. (City of Shasta Lake 2018)

Currently, Shasta Dam Boulevard lacks many of the characteristics of a successful “main street,”² but is well suited for an influx of Village Mixed-Use land uses to revitalize it as a commercial and social node which will help facilitate revenue generation within the City. Most residential neighborhoods are directly connected through minor arterials to Shasta Dam Boulevard. It currently is configured as a three lane (2 driving and one turning lane) arterial for a portion of its length through the urban part of Shasta Lake.



Figure 2-4: Shasta Dam Boulevard

Source: Dynamic Planning + Science

² The National Main Street Center, Inc. defines a successful Main Street as one that loosely incorporates four components: design, organization, promotion, and economic vitality (Main Street America 2016).

2.3.5 SHASTA GATEWAY INDUSTRIAL PARK

Shasta County initiated the development of the Shasta Gateway Industrial Park in the early 1990s and, in 1993, the newly established City of Shasta Lake oversaw the completion of the project. Funding for Phase I of the park was raised through a combination of sources, including grant funds, which provided for construction of the first building in the park, the Business Incubator. Although no longer in operation, the Business Incubator was designed to foster the development of new businesses in Shasta Lake.

Phase I consists of 50 acres of shovel-ready parcels ranging from 0.75 to nearly four acres in size. All infrastructure, utilities, and roadside landscaping are already installed on 22 of the lots and 10 of the original lots have been developed. An additional 174 acres are available for development. Access to the park is provided along Pine Grove Avenue, a 1.9-mile connector to Interstate 5.

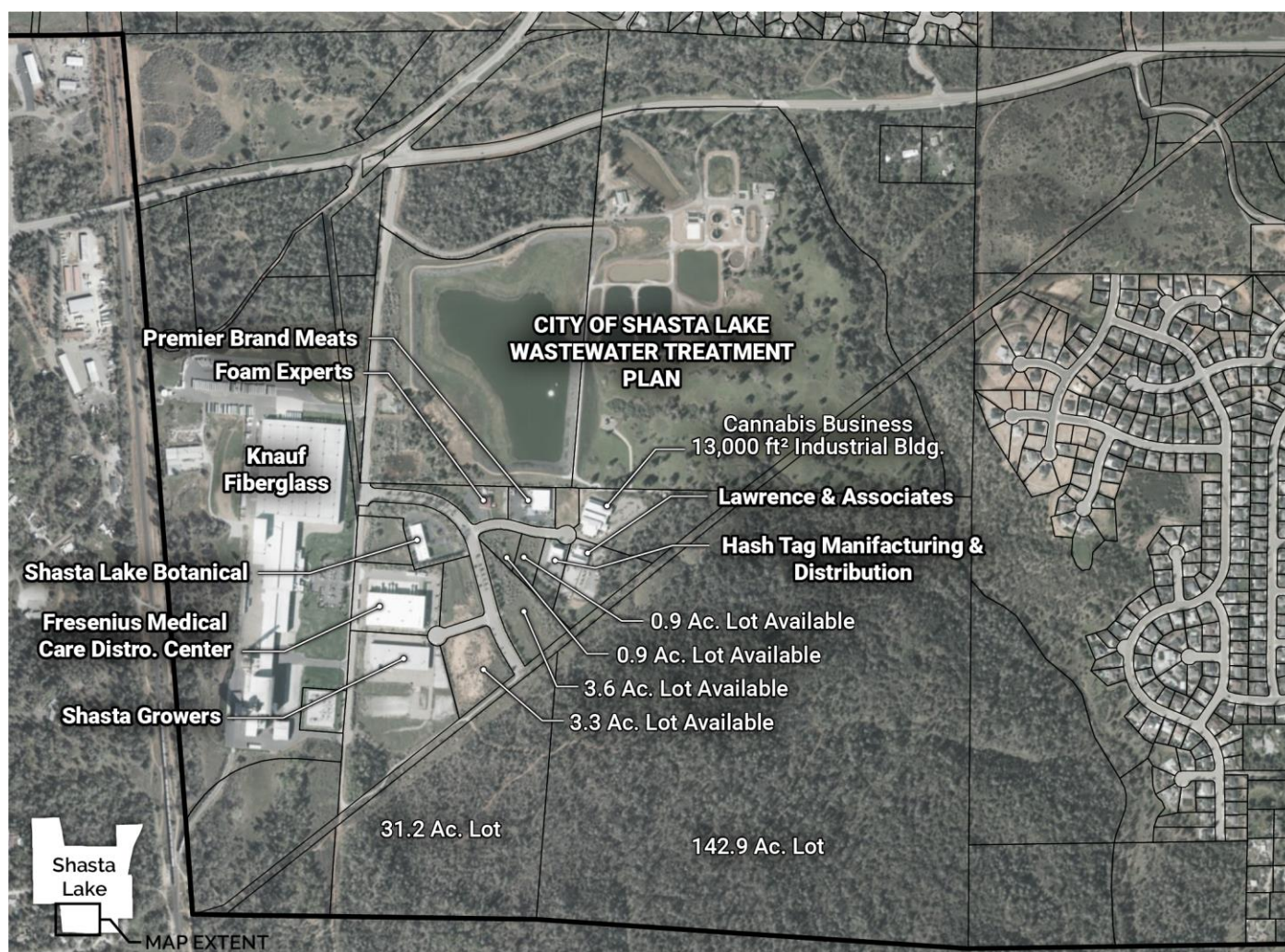


Figure 2-5: Industrial Park Aerial Image

2.4 Land Use Classifications

The City of Shasta Lake provides a range of land uses, including various types of residential, commercial, industrial, mixed-use, and recreational uses, to meet the needs of the community.

This section includes representative land use images, typical density ranges, and floor area ratios (FAR) for each designation. Section 2.5 provides a detailed description of how one determines density standards and FAR. Table 2-1: Land Use Classification Density and Intensity Reference Table provides the land use intensities and densities summaries for each description at the conclusion of this section.

RESIDENTIAL LAND USES

2.4.1 RURAL RESIDENTIAL A

Rural Residential A provides living environments receiving no or limited City services, such as sewer, gas, water, or electric. These would consist of single-family dwellings on large lots that are likely to be accessed via publicly maintained roads. Many of these land uses are within moderate-to-high sloped areas where parcels and access roads must meet the City's hillside development standards.



The maximum allowed density for Rural Residential A is 1 dwelling unit (DU)/2 Acres.

2.4.2 RURAL RESIDENTIAL B

Rural Residential B provides for rural living environments receiving no City services and located in areas characterized by one of more of the following conditions: septic system use, uncertain long-term availability of water, proximity to lands categorized as public or timber, and inaccessibility via publicly maintained roads. Low density residential uses and uses that support rural activities, such as agricultural operations, would be compatible with this style of development. Many of these land uses are within high sloped areas where parcels and access roads must meet the City's hillside development standards.



The maximum allowed density for Rural Residential B is 1 DU/5 Acres.

2.4.3 SUBURBAN RESIDENTIAL

Suburban Residential provides City services and is characterized by lower unit densities. This classification would consist of single-family dwellings on larger lots accessed via public roads, although parcels may have neighbors on all sides of the property. This classification accommodates residents who desire large parcels (14,520 square feet or more) and the feeling of open space integrated with a suburban lifestyle. At the upper end of the density range, subdivisions would include fully developed streets and sidewalks, and would typically be served by City sewer and water. At the lower end of the density range, particularly in higher sloped areas, alternative street designs and standards, utility infrastructure, and pedestrian facilities may be appropriate.



The maximum allowed density for Suburban Residential is 3 DU/Acre.

2.4.4 URBAN RESIDENTIAL

Urban Residential provides living environments receiving a full range of urban services and accessed by public roads. These would consist of single-family dwelling units on smaller lots. Clustered development may occur with land set aside for public open space.



This classification is intended to accommodate detached or attached single-family homes on a variety of lot sizes, generally not less than 5,000 square feet in area, or the clustering of lots separated by common open spaces to accommodate a range of residential housing types, including duplexes and accessory dwelling units. This density range is generally not appropriate for higher sloped areas exceeding 10 percent, except in larger subdivisions or master planned developments where slopes can be avoided, or the units are otherwise designed to be compatible with natural breaks in the hillside terrain.

Allowable densities for Urban Residential are 6-12 DU/Acre.

2.4.5 URBAN RESIDENTIAL HIGH A

Urban Residential High A is the highest density multi-family residential classification, which provides a full range of urban services and is accessed via public roads. Types of acceptable uses could include multi-story and mixed-use townhomes, condominiums, apartments, and live/work units, as well as retail and commercial service uses that support larger urban residential developments.



This classification is not appropriate in higher sloped areas exceeding 10 percent, except in larger subdivisions or master planned developments where sloped areas can be avoided, or the units are otherwise designed to be compatible with natural breaks in the hillside terrain.

Allowable densities for Urban Residential High A are 15-30 DU/Acre.

2.4.6 URBAN RESIDENTIAL HIGH B

Urban Residential High B provides for high-density, multi-family development not exceeding 20 dwelling units per acre. This classification also provides a full range of urban services and is accessed via public roads. Types of acceptable residential housing products could include condominiums, townhomes, apartments, and live/work units, in addition to retail and commercial service uses that are compatible with and support residential developments.



This classification is not appropriate in higher sloped areas exceeding 10 percent, except in larger subdivisions or master planned developments where sloped areas can be avoided, or the units are otherwise designed to be compatible with natural breaks in the hillside terrain.

Allowable densities for Urban Residential High B are 10-20 DU/Acre.

COMMERCIAL AND INDUSTRIAL LAND USES

2.4.7 COMMERCIAL

Commercial comprises the majority of retail and service business development within the City, which receives a full range of services and is accessed via public roads. This classification is generally automobile-oriented; however, development should have interconnected parking lots and connected pedestrian walkways to minimize traffic congestion and maximize connectivity for all forms of transportation. Commercial land uses, defined specifically by the Zoning Ordinance, could include general retail, restaurants, personal services, offices, hotels, shopping centers, and other similar uses. This classification is not appropriate in higher sloped areas unless specifically designed to be compatible with natural breaks in the hillside terrain and to mitigate drainage and erosion impacts.



The maximum allowed FAR for the Commercial land use classification is 2.

2.4.8 INDUSTRIAL

Industrial provides a full range of City services and is accessed via public roads. This classification includes uses such as light or heavy manufacturing, warehousing, production, logistics and distribution, materials processing, and agriculture, including cannabis businesses. These uses may require a large amount of area for outdoor operations or storage and can generate impacts to surrounding parcels and uses in terms of noise, vibrations, glare, dust, and emissions. This classification is not appropriate in higher sloped areas unless specifically designed to be compatible with natural breaks in the hillside terrain and to mitigate drainage and erosion impacts.



The maximum allowed FAR for Industrial uses ranges from 0.5 to 1.0 FAR.

2.4.9 INDUSTRIAL LIGHT

Industrial Light provides for uses in a planned industrial park setting with City services and accessed by public roads. This classification is characterized as generally quiet with activities that are typically enclosed within a building and do not produce significant external noise, odor, vibration, glare, or dust. Most Industrial Light uses would not have extensive outdoor storage areas. Industrial Light uses, such as research and development, warehousing, wholesale distribution, manufacturing, and assembling, could co-locate with office and other uses in a campus-like setting without negatively impacting said other uses. . This classification is not appropriate in higher sloped areas unless specifically designed to be compatible with natural breaks in the hillside terrain and to mitigate drainage and erosion impacts.



The maximum allowed FAR for Industrial Light is 1.0.

MIXED LAND USES

The General Plan Diagram depicts several areas where mixed-use projects are encouraged. These areas include Village Mixed-Use and several areas depicted by the Mixed-Use classification.

2.4.10 VILLAGE MIXED-USE

Village Mixed-Use serves as primary nodes of both pedestrian and automobile activity that encourage a mix of commercial and residential uses with a full range of City services. These areas have a traditional "Main Street" feel conducive to and safe for a high volume of street activity with street-oriented buildings and a range of interactive street-level uses. Although accessed via public roads, mixed-use development is pedestrian-oriented and can include a combination of residential, office, and commercial in the same building or within close proximity of each other.



The benefits of allowing mixed uses include the opportunity for diverse and affordable housing, bicycle and pedestrian-friendly destinations, and an enhanced sense of place. Public open space dedications are encouraged. This classification is not appropriate in higher sloped areas.

Allowed residential densities range from 6-30 DU/Acre, and the maximum allowed FAR for Mixed-Use is 3.0.

2.4.11 MIXED-USE

Mixed-Use provides for residential, commercial, limited light industrial, and recreation uses integrated into a master planned design fashioned with a full complement of services, facilities, and utilities accessed by publicly maintained roads. Publicly dedicated open space is encouraged with specific requirements detailed in the City's Zoning Ordinance.

These projects result in the development of mixed-use neighborhoods generally between 10 and 160 acres in size. Access to transit should be integrated into developments, ideally providing a transit option within one-quarter mile. The design, configuration, and mix of uses provide an alternative to traditional suburban development patterns by promoting development of pedestrian-oriented environments and the use of multimodal transportation options.

This development type mixes a variety of residential housing products, as well as retail and commercial uses, office, open space, appropriate light industrial (considering health, safety, and wellness concerns for surrounding residential), and public areas, making it convenient for residents and employees to travel by transit, bicycle, foot, or automobile. This classification is not appropriate in higher sloped areas and development proposals must be found to be consistent with the intent of the Mixed-Use classification.

Although not all properties identified within each Mixed-Use area must be part of an integrated development, proposed project boundaries must be logical, and it must be demonstrated that the project can functionally relate to adjacent properties consistent with the intent of this land use pattern. Subdivisions should be limited to 10-acre lot minimums if not accompanied by concurrent project development plans, a planned development proposal, or a rezoning application. Mixed-Use development is also encouraged in areas outside the designated classification, provided that the concentration of uses is located near a transit opportunity and is designed to accommodate pedestrian activity and circulation.

Allowed residential densities range from 1-30 DU/Acre and the maximum allowed FAR is 1.0.

Generally, Mixed-Use should include a balanced blend of use types that provide services to surrounding residential areas.



PUBLIC FACILITIES, PARKS, AND OPEN SPACE

2.4.12 PUBLIC FACILITIES

The Public Facilities classification is intended for public and quasi-public facilities, including, but not limited to, government services and facilities, fire stations, wastewater treatment facilities, electrical substations, domestic water treatment and storage, landfills, and similar uses. It is also appropriate for institutional uses, such as schools and accredited secondary educational facilities, hospitals, and cemeteries, as well as appropriate lands controlled by philanthropic and nonprofit organizations for existing or future public uses.



This classification offers a full range of City services, is accessed via publicly maintained roads, and is generally not appropriate in higher sloped areas. The General Plan Diagram should not depict public facility sites that occupy less than two acres.

2.4.13 PARKS (OR IMPROVED OPEN SPACE)

The Parks classification provides for large-scale community recreation facilities that may or may not receive full City services. This could include open space, play areas, ball fields, children's play equipment, community gardens, and public golf courses. Transportation networks should provide safe linkages via public rights-of-way for automobiles, bicycles, and pedestrians among recreation areas.

Existing parks in Shasta Lake include Clair Engle Park, Margaret Polk Park, Boomtown BMX, Bizz Johnson Ballpark, Wynne Price Park and Baseball Field, Akard Park, Shasta Park, and Blue Canyon Park.

**2.4.14 OPEN SPACE**

The Open Space classification is comprised of lands and natural areas that are important local resources and serve as places in which flora and fauna can exist in a natural state. City services are limited or nonexistent within this classification and direct access via public roadways is often constrained by topography.

These areas provide relief from urbanization, buffer various land use activities and transportation routes, are an important visual and recreational resource, and can be part of the City's urban trail system. Management of these areas in high-fire hazard zones, or in areas proximal to planned development, will include management for both resource values and fire fuels.





OVERLAY ZONES

2.4.15 Natural Resource Overlay

The Natural Resource Overlay zone provides for the protection of significant wildlife habitat resources. These areas can be important for maintaining natural local ecosystems, such as floodplains, riparian areas, and sensitive habitats. Vegetation management within the Natural Resource Overlay zone is also important for fire fuel reduction, fire safety protection, and invasive species management, which are addressed in further detail in the Safety, Conservation, and Open Space Elements.

The Natural Resource Overlay zone has been developed by combining FEMA's 100-year floodplain, data from U.S. Fish and Wildlife Service's (USFWS) National Wetlands Inventory (NWI), and areas of high and extreme slope (more than 20 degrees). Figure 2-8 identifies these areas within the City boundaries. The City's Hazard Mitigation Plan identifies 436 acres within the City that are subject to a one percent chance of flooding annually (100-year floodplain), and 56 acres that are subject to a 0.2 percent chance of flooding annually (500-year floodplain).

The Natural Resource Overlay areas do not restrict all property development. Rather, they indicate the presence of federal development regulations set forth by FEMA and USFWS to protect property owners from flood damage and to protect natural habitats, and they indicate the presence of applicable City limitations to development in natural resource areas. Shasta Lake has building codes and development regulations in place to reduce flood risk for new construction, as well as policies that provide for mitigation to existing structures. The Development Services Director, as the floodplain administrator for the City, determines if new construction must meet certain flood zone construction criteria and performs Flood Zone Determinations. The City also has extensive design standards for development on steeper slopes.

Ideally, land within a Natural Resources Overlay zone should be left natural. However, many of the natural resources in Shasta Lake have been altered by yards, driveways, and even portions of buildings. These altered resources still provide important functions, like flood storage and wildlife habitat. See Figures Figure 2-6 and Figure 2-7. Additional impacts to natural resources should be minimized in these areas in the future.

The specific limits of development on any property within this overlay must be determined by a qualified, licensed professional. In addition, these areas could provide protection to property from slope failure and erosion, therefore reducing siltation in local tributaries from excessive grading. Management of these areas in high-fire hazard zones, or in areas near planned development, will include management for both resource values and fire fuels.

The Conservation Element provides more information about rivers, creeks, streams, flood corridors, riparian habitats, and land that may accommodate floodwater for purposes of groundwater recharge and stormwater management.

For more information on FEMA flood hazard areas, please refer to the Safety Element or the City of Shasta Lake Hazard Mitigation Plan, available at the following link:
http://hazardmitigation.calema.ca.gov/docs/lhmp/Shasta_Lake_LHMP_-_Final_Submittal_to_FEMA_-_June05.pdf



Figure 2-6: Natural Resource Overlay Illustration, Residential



Figure 2-7: Natural Resource Overlay Illustration, Industrial

Source: Figures 2-6 and 2-7 adapted by DP+S based on [Portland's Environmental Overlay Zones](#)

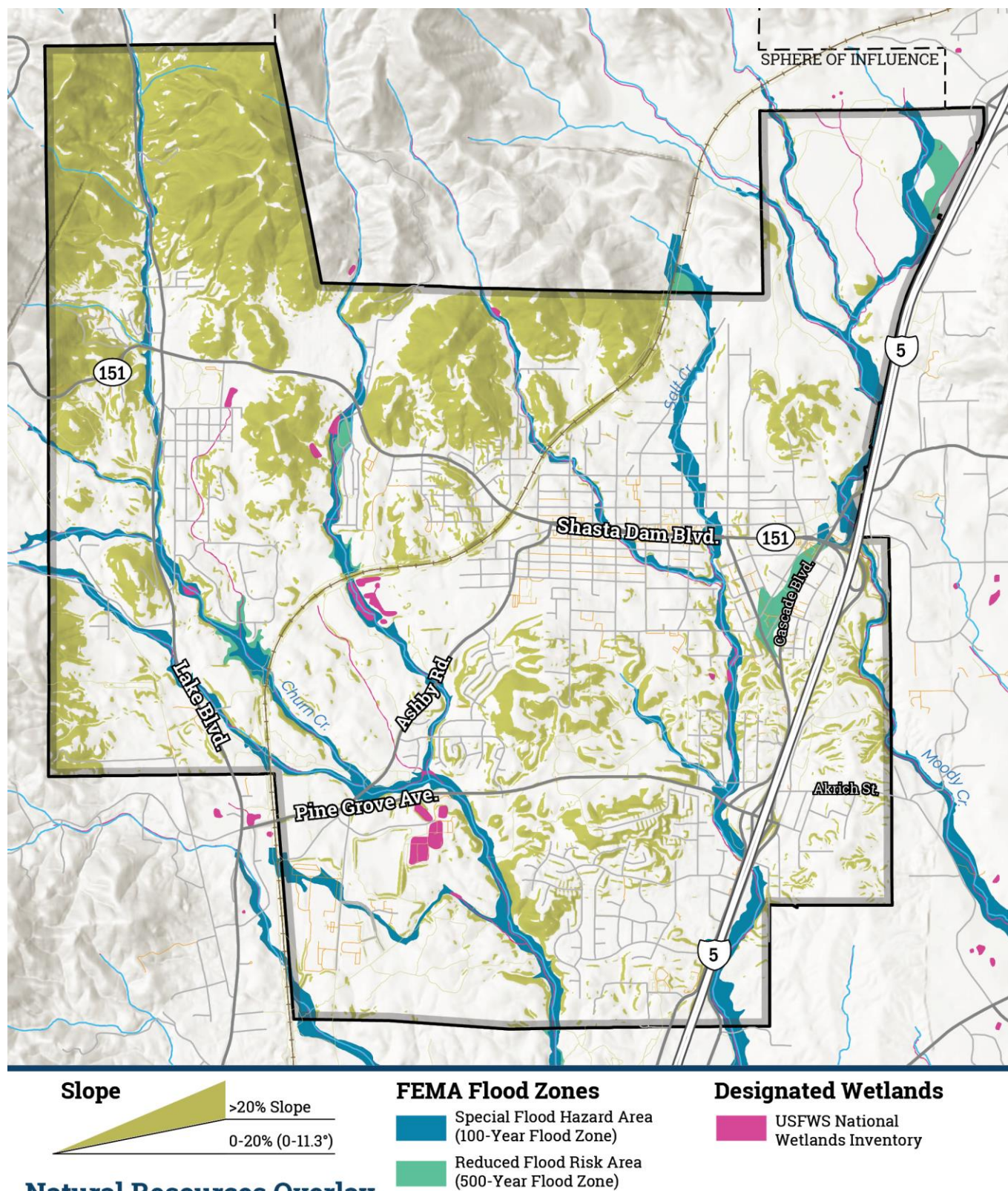


Figure 2-8: Natural Resource Overlay

2.5 Housing Density and Floor Area Ratio Standards

Land use intensity is used to dictate the amount of development allowed on a given parcel of land. The intensity metric shows a maximum development envelope or density range under appropriate conditions. Many factors, such as applicable zoning standards, physical conditions, and owner or developer choices may impact the overall density and intensity of parcel(s).

The term **density** in a land use context generally refers to the residential development capacity of the land. This is measured in dwelling units per acre (du/ac), with a dwelling unit representing a building or part of a building used for habitation by individuals or families. These can vary greatly in size from multi-family apartments to large single-family detached houses. For example, the density of a residential development with 100 dwelling units on 25 gross acres of land is 4.0 du/ac. See Figure 2-9 for an example of housing units per acre.

Housing Density Dwelling Units Per Acre (du/ac)

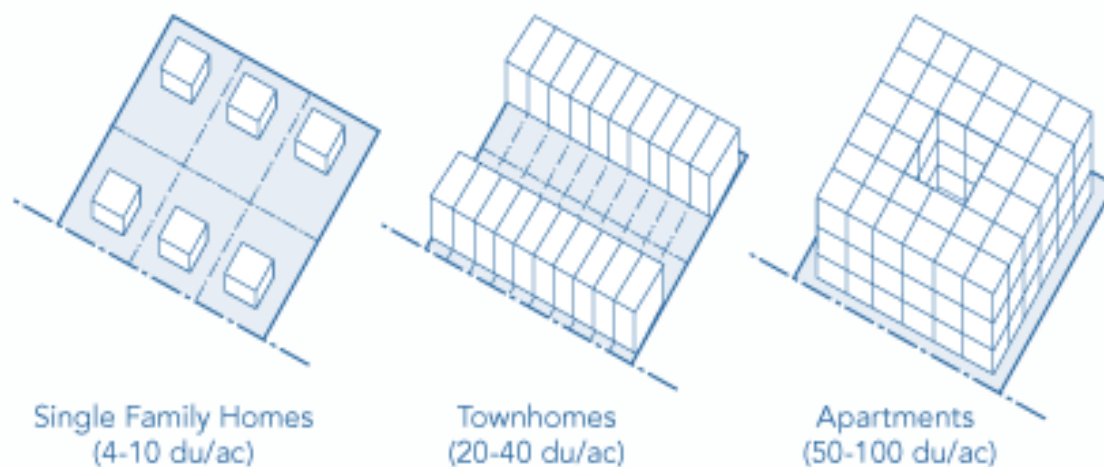


Figure 2-9: Residential Housing Density Example

Source: Adapted by DP+S from various sources

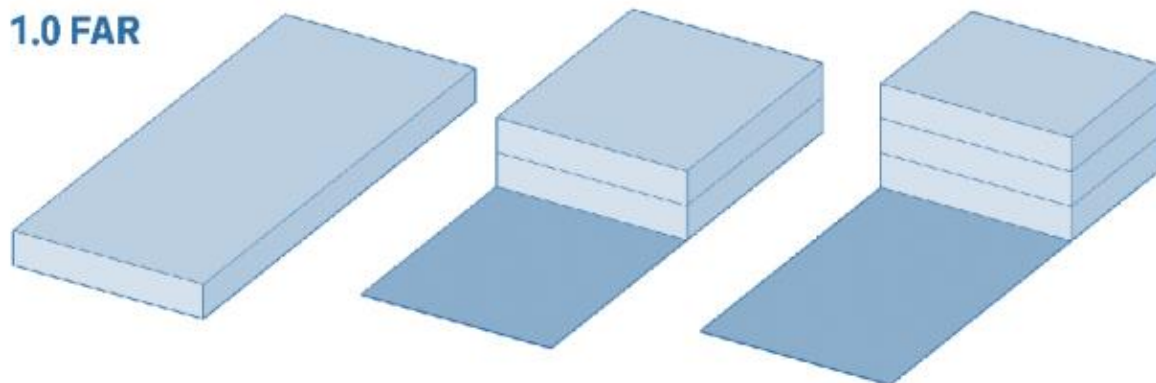
Similarly, the term **intensity** refers to the degree of residential or non-residential development on a parcel of land. It is most commonly measured by floor area ratio (FAR). The FAR is the commercial and industrial development limitation figure that defines the maximum allowed amount of floor area for a building. FAR is the total floor area of a building (or buildings) divided by the total area of the entire buildable portion of the lot. The buildable portion of a lot is the portion of the lot where development can legally and reasonably occur; easements, setbacks, wetlands, watercourses, and other constraints are not included.

Figure 2-10 shows three separate building development configurations, all of which have a gross building square footage equaling that of the total buildable area of the land. Therefore, they all have a FAR of 1.0.

For example, two one-story buildings together totaling 5,000 square feet located on a lot of 10,000 square feet would have a FAR of 0.5. If those buildings on the same lot had identical second floors, resulting in a combined 10,000 square feet, the FAR would then change to 1.0. Higher FARs usually indicate either a larger building footprint or more stories. FARs for the City of Shasta Lake's various land use classifications are found in Table 2-1: Land Use Classification Density and Intensity Reference Table.

Illustrations of FAR Limits

1.0 FAR

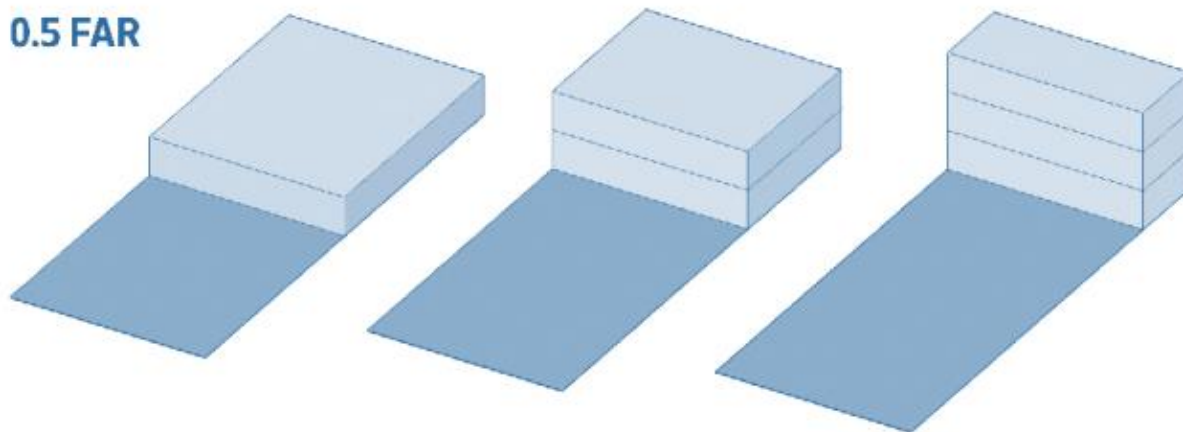


1 story
(100% lot coverage)

2 stories
(50% lot coverage)

3 stories
(33% lot coverage)

0.5 FAR



1 story
(50% lot coverage)

2 stories
(25% lot coverage)

3 stories
(17% lot coverage)

Figure 2-10: Example of FAR Limits

Source: Adapted by DP+S from various sources

Table 2-1: Land Use Classification Density and Intensity Reference Table

LU Classification	Density / Intensity Minimums & Maximums
Residential Uses	
Rural Residential A	1 DU/ 2 Acres
Rural Residential B	1 DU/ 5 Acres
Suburban Residential	3 DU/ Acre
Urban Residential	6-12 DU/ Acre
Urban Residential High A	15-30 DU/ Acre
Urban Residential High B	10-20 DU/ Acre
Commercial and Industrial Uses	
Commercial	2 FAR
Industrial	0.5 to 1.0 FAR
Industrial Light	1.0 FAR
Mixed Use	
Mixed-Use	6-30 DU/ Acre 1.0 FAR
Village Mixed-Use	1-30 DU/ Acre 3.0 FAR
Public Facilities, Parks, and Open Space	
Public Facilities	N/A
Parks	N/A
Open Space	N/A

DU = Dwelling Unit

FAR = Floor Area Ratio

2.6 Land Use Diagram

The Land Use Map (Figure 2-11) illustrates the distribution of the land use designations described above. The graphic description of the City of Shasta Lake's official policies relative to land use are presented in the General Plan Land Use Maps. These diagrams illustrate the general location and distribution of various land uses in the City.

Based on community input, the land use diagram focuses on promoting more compact growth and creating livable places through infill and redevelopment, especially in areas supported (currently or in the future) by public transit and utilities.

2.6.1 SPHERE OF INFLUENCE

The City of Shasta Lake has a designated Sphere of Influence (SOI) (Figure 2-12) over the Moody Flats Quarry Project site, an area within Shasta County and immediately north of the City, as seen in Figure 2-12. An SOI is a plan for the probable ultimate physical boundaries and service area of a local governmental agency, as determined by the Local Agency Formation Commission (LAFCO). Cal. Gov. Code § 56076. Any proposal or project within the SOI boundary that includes the extension of City or District services outside of existing boundaries requires LAFCO oversight and approval prior to implementation. Cal. Gov. Code § 56133(a).

Moody Flats Quarry, LLC, a wholly-owned subsidiary of the 3M Corporation, proposes to develop a hard rock quarry, aggregate processing facility, ancillary aggregate product facilities (e.g., ready-mix concrete plant, asphalt concrete batch plant, and recycled construction materials plant), and aggregate truck and railcar loadout facility within the 1,850-acre property. The project is planned to operate for 100 years and would generate approximately 175 million tons of aggregate material over the operational life of the quarry.

Because the Moody Flats Quarry Project is included in the City's SOI, the City can better address impacts to the City from such development in Shasta County. Potentially significant impacts from this project include those associated with aesthetics, air quality, biological resources, cultural resources, geology and soils, greenhouse gases and climate change, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, and transportation and circulation. (De Novo Planning Group 2014) The City may be able to provide services to the project, although no services were identified in the Draft Environmental Impact Report (EIR). The City also could plan for the potential annexation of the territory into the City.

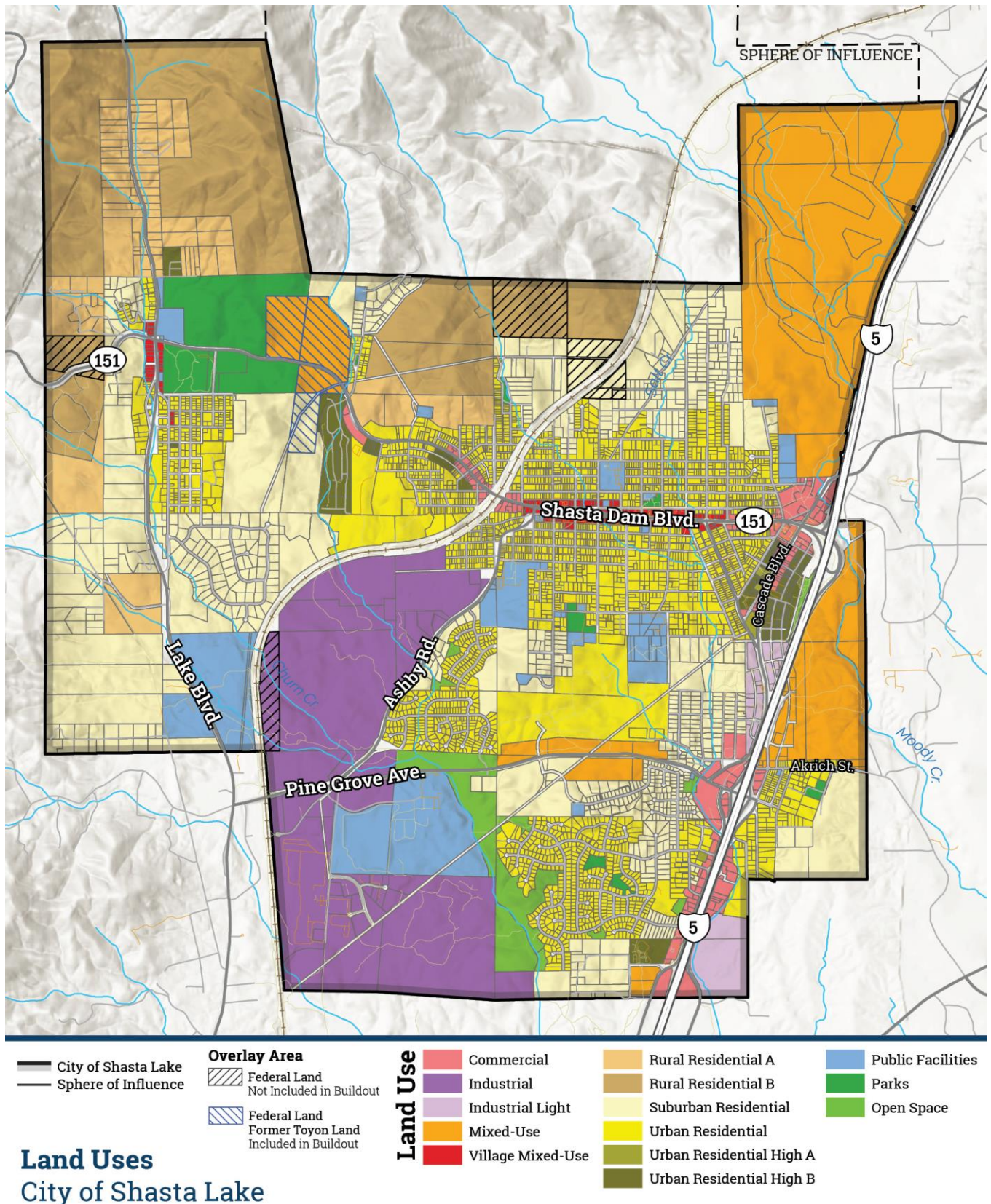
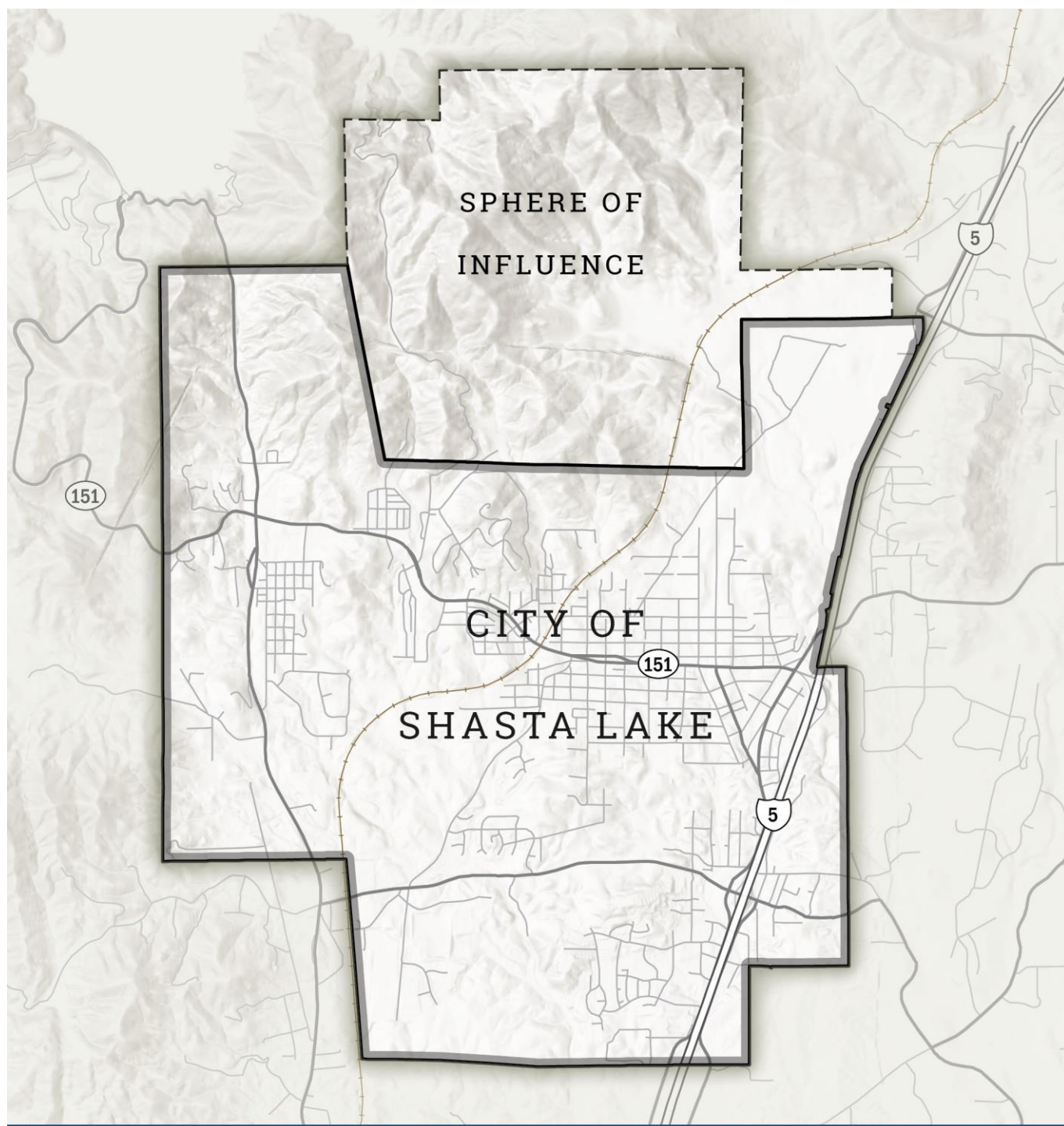


Figure 2-11: Land Use Map



— City of Shasta Lake

----- City of Shasta Lake
Sphere of Influence

Sphere of Influence City of Shasta Lake

Figure 2-12: Sphere of Influence

2.7 Development Potential

The General Plan establishes a long-term plan for the physical development of the community premised upon future housing and employment needs. This section of the Land Use Element describes the projected housing and square footage needs for Shasta Lake in 2040, and summarizes how the Land Use Diagram accommodates those projections.

As Figure 2-11 shows, Shasta Lake is primarily a residential community with commercial, industrial, and mixed-use land uses to support the residents in the area. The land use designations on and around the Mountain Gate at Shasta project site include Mixed-Use, Suburban Residential, and both categories of Urban Residential High.

This section estimates the development potential of the General Plan Land Use Diagram. To determine development potential, the City estimated the amount of development to occur for specific land use designations. Details about the method and assumptions used to estimate development potential are provided in the General Plan background document.

Table 2-2 and Table 2-3 list acreage, projected dwelling units, and non-residential square footage within each of the City's land use designations. The acreage totals and analysis exclude:

- Floodplain areas within vacant land (See Figure 2-8),
- Slopes in excess of 20 percent within vacant land (See Figure 2-8),
- 20 percent of total area on vacant land to account for circulation, and
- Government-owned properties and utility easements.

The General Plan 2040 Land Use development potentials summarized in this section are based on a percentage of the estimated "buildout" of the land within each land use designation. The City plans to coordinate with Shasta Regional Transportation Agency (SRTA) to ensure consistency with the travel demand model³ for residential unit projections and non-residential square footage projections.

2.7.1 RESIDENTIAL DEVELOPMENT POTENTIAL

Table 2-2 summarizes development potential through 2040 by land use designation in terms of total housing units developed at various growth rates consistent with past growth trends. Table 2-2 also provides:

- existing units (based on assessor data and current development)
- land available for development (excludes natural resources and other development constraints)
- capacity units (gross capacity based on developable land and land use density)
- buildout units (gross capacity minus existing units, some lots are allowed a unit though their developable acreage is less than the minimum lot size for a given land use and, in these cases, subtracting existing units from capacity will differ from the buildout number provided)

³ SRTA develops and maintains the regional travel demand model, which forecasts land use and corresponding travel behavior at least 20 years into the future for the Shasta County region. It is an important tool used for a variety of planning and programming activities at the agency.



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Table 2-2: City Wide Residential Growth Potential and Capacities

RESIDENTIAL GROWTH & CAPACITY						20-Year Projections			Annual Projections		
						Growth Rate	Unit Growth	Population Growth ³	Unit Growth	Population Growth	Compound Annual Growth Rate (CAGR)
General Plan Land Use	Density	Existing Units	Developable Acres ¹	Capacity (Units)	Buildout ² (Units)						
SINGLE FAMILY		3,645	2,061	12,397	8,815		542	1,349	27	67	0.7%
Rural Residential A	1 DU/2 acres	43	118	119	76	6.0%	5	11	0	1	0.5%
Rural Residential B	1 DU/5 acres	2	80	18	16	25.0%	4	10	0	0	5.6%
Suburban Residential	3 DU/1 acres	685	954	2,722	2,049	13.0%	266	663	13	33	1.7%
Urban Residential	12 DU/1 acres	2,915	910	9,538	6,674	4.0%	267	665	13	33	0.4%
MULTI-FAMILY		542	78	1,591	1,055		142	354	7	18	1.2%
Urban Residential High A	30 DU/1 acres	23	4	128	105	27.0%	28	71	1	4	4.1%
Urban Residential High B	20 DU/1 acres	519	74	1,463	950	12.0%	114	284	6	14	1.0%
MIXED USE		38	396	11,074	11,036		152	379	8	19	8.4%
Mixed Use	30 DU/1 acres	4	389	10,479	10,475	1.2%	126	313	6	16	19.0%
Village Mixed Use	30 DU/1 acres	34	8	595	561	4.8%	27	66	1	3	2.9%
Grand Total		4,225	2,536	25,062	20,906		837	2,083	42	104	0.9%

1. Developable acreage includes only developable land on which unit calculations are made. This area excludes floodplain, wetlands, and >20% slope. It also includes proportional area splitting for mixed use parcels.

2. Buildout is an estimate by nature. The totals presented above are approximate and based on the best available cadastre data at the time of analysis.

3. Population estimated by calculation of 2.49 persons per housing unit (US Census Bureau, Shasta County 2019).



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2.7.2 NON-RESIDENTIAL DEVELOPMENT POTENTIAL

This section estimates the development potential of the General Plan Land Use Diagram for non-residential land use designations. Table 2-3 provides summaries for development potential at various growth rates consistent with past growth trends for the Commercial, Industrial, and Industrial Light land use designations. Table 2-3 also provides:

- existing building floor area (square footage based on assessor data and current development)
- land available for development (excludes natural resources and other development constraints)
- capacity floor area (gross capacity based on developable land and land use intensity)
- buildout floor area (gross capacity minus existing floor area)

The current industrial zones are within close proximity to Interstate 5, limiting truck travel through the City and residential zones. Industrial zones are located far enough away from residential areas to avoid having a negative impact on noise and air pollution yet are close enough to be easily accessible to workers, reducing Vehicle Miles Traveled (VMT).



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Table 2-3: Non-Residential Growth Potential and Holding Capacity

COMMERCIAL GROWTH & CAPACITY						20-Year Projections		Annual Projections	
General Plan Land Use	Intensity	Existing Building Square Feet	Developable Lot Square Footage ¹	Capacity (Square Feet)	Buildout ² (Square Feet)	Growth Rate	Square Feet Growth	Employment Growth ³ (Jobs)	Compound Annual Growth Rate (CAGR)
COMMERCIAL		316,096	3,154,025	6,308,050	6,007,280		60,073	147	0.87%
Commercial	2 FAR	316,096	3,154,025	6,308,050	6,007,280	1.0%	60,073	147	0.87%
INDUSTRIAL		1,129,784	23,364,137	23,364,137	22,234,353		205,313	274	0.84%
Industrial	1 FAR	1,122,544	21,622,411	21,622,411	20,499,867	0.9%	184,499	246	0.76%
Industrial Light	1 FAR	7,240	1,741,726	1,741,726	1,734,486	1.2%	20,814	28	7.01%
MIXED USE		237,619	12,459,118	12,966,306	12,756,845		115,372	286	2.00%
Mixed Use	1 FAR	8,671	12,205,524	12,205,524	12,196,853	0.9%	109,772	273	13.97%
Village Mixed Use	3 FAR	228,948	253,594	760,782	559,992	1.0%	5,600	13	0.12%
Grand Total		1,683,499	38,977,280	42,638,493	40,998,478		380,757	706	1.02%

1. Constrained lot square footage includes only developable land on which unit calculations are made. This area excludes floodplain, wetlands, and >20% slope. It also includes proportional area splitting for mixed use parcels and lot efficiency factors for each land use.

2. Buildout is an estimate by nature. The totals presented above are approximate and based on the best available cadastre data at the time of analysis.

3. Estimated from U.S. EIA median square feet per worker (<https://www.eia.gov/consumption/commercial/data/2012/bc/cfm/b2.php>).

Sq. Ft./Employee by Land Use: Commercial, 410; Industrial, 750; Industrial Light, 750; Mixed Use, 403; Village Mixed Use, 425



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2.8 Other Uses of Land

The City has many other uses for land within City boundaries, many of which are identified for improvements or continued growth, including:

2.8.1 RECREATIONAL USES

With new growth comes the need for parks, open space, trails, and other recreational facilities. Adding more parks will improve public health by promoting physical activity, giving residents an opportunity to connect with nature, and mitigating air and water pollution impacts on residents. (American Planning Association n.d.) As documented in public workshops, residents have high expectation for parks and recreation services, and public interest is likely to continue to increase. Currently, the following opportunities are identified for recreational uses in Shasta Lake:

- There is a lack of parks for the size of the population the City is serving.
- The two community parks are disconnected from the three Low Income Housing Tax Credit properties.
- The City wishes to take advantage of its potential to be a gateway to regional recreational opportunities, with ample possible connections to neighboring Bureau of Land Management trail systems.

The Open Space Element contains a comprehensive list of open spaces in Shasta Lake and more detailed recommendations for potential future growth.



Figure 2-13: Baseball Game in Shasta Lake

Source: City of Shasta Lake Facebook page

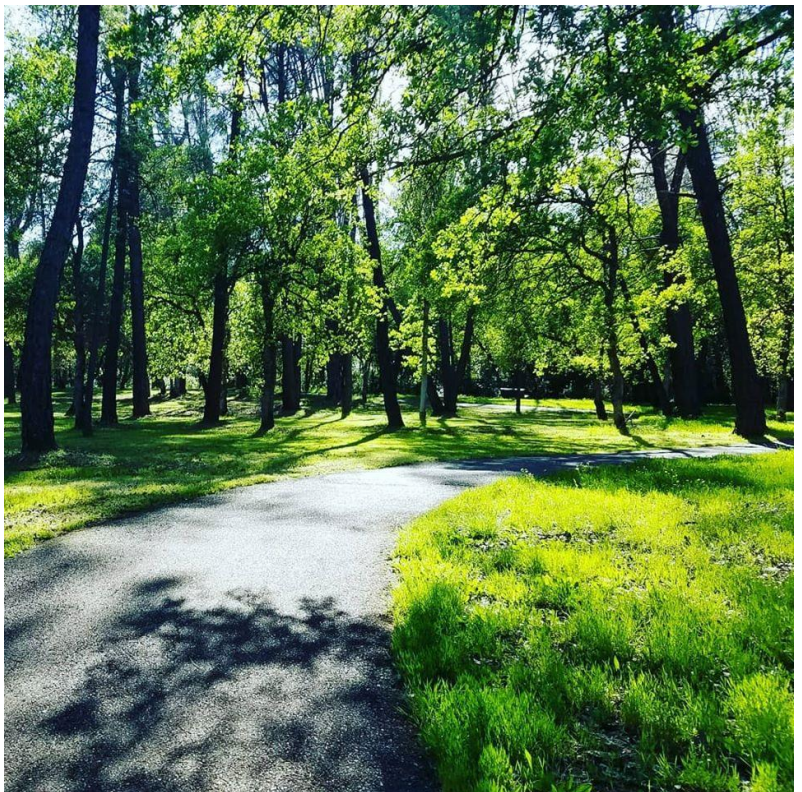


Figure 2-14: Walking Path in the City

Source: City of Shasta Lake Facebook page

2.8.2 AGRICULTURAL USES

The City has little land designated or used for agriculture. The minimal agricultural use found in the City consists primarily of non-commercial and personal agricultural, such as keeping horses. The City has leased land at the wastewater treatment plant to a private rancher to graze cattle. There are no prime agricultural soils found in the City. The rocky nature of most of the soils preclude use for farming for commercial purposes.

Agricultural uses are allowable on industrial-zoned properties. Cannabis cultivation is currently the predominant agricultural use in industrial zones, and that is expected to continue as the cannabis industry grows.

2.8.3 ENJOYMENT OF SCENIC BEAUTY

The City is surrounded by natural scenic beauty, a quality highly valued by the community. The extensive federally-owned public land contributes to the preservation of viewsheds, as public land is more easily protected than private land. In addition to the federal lands identified, over 100 acres of undeveloped land is located on the south end of town surrounding Churn Creek. The property is designated as Open Space or for public facility use, including parks.

The City of Shasta Lake should protect its viewsheds when considering new development. Deterioration of scenic beauty or viewsheds can be caused by many development factors. As a result, viewsheds with the highest potential for deterioration are those closest to cities and towns, and those near unprotected open space or forest land. If specific developments are proposed within a viewshed, a more detailed analysis may be warranted to assess the degree of intrusion on existing views and scenic areas.



Figure 2-15: Shasta Dam and the Three Shastas

Source: [High Country News](https://www.hcn.org/articles/california-) <https://www.hcn.org/articles/california->

2.8.4 PUBLIC BUILDINGS AND GROUNDS

Thoughtful distribution of public buildings can help ensure equitable access to public resources and services throughout the community. Community Centers, libraries, and clinics should all be placed close to residential areas. New or enhanced public facilities can catalyze other planned development and redevelopment of existing areas. Generally, schools, hospitals, residences, and other potentially sensitive receptors should not be located near facilities which could have toxic air, land, or water quality impacts, or other effects which have negative health impacts. Currently, 312.5 acres (or 4.9 percent) of land is zoned for Public Facilities. Shasta Lake has the following public buildings and grounds (shown in Figure 2-17):



Figure 2-16: City of Shasta Lake City Hall

Source: City of Shasta Lake Facebook page

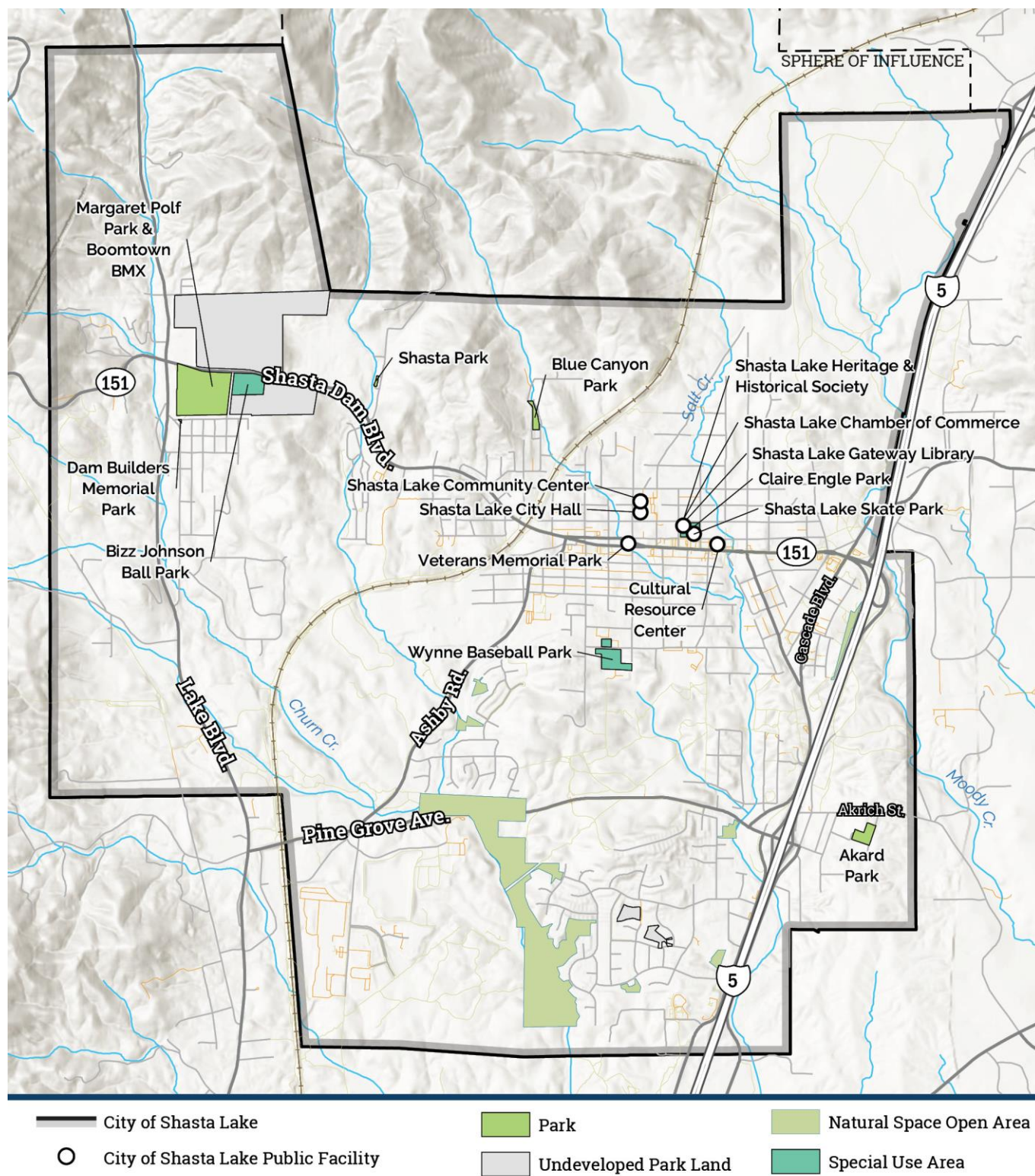
- City Hall
- Shasta Community Health Center
- Shasta Lake Gateway Library
- Veterans Memorial Park
(see Open Space Element for more parks)
- Wintu Cultural Center
- John Beaudet Community Center and Visitor Center
- Community Center at Civic Center Plaza
- Shasta Lake Visitor Center
- Shasta Lake Chamber of Commerce
- Shasta Lake Heritage and Historical Society
- Wynne Baseball Park

2.8.5 EDUCATIONAL FACILITIES

The placement of schools within a community may influence circulation and land use patterns and where people choose to live. Shasta Lake currently has five public schools (shown in Figure 2-18):

- Shasta Lake School, K-8
- Grand Oaks Elementary School, K-5
- Central Valley High School
- Mountain Lakes High School, continuation high school
- Gateway Community Day School, intermediate/junior high

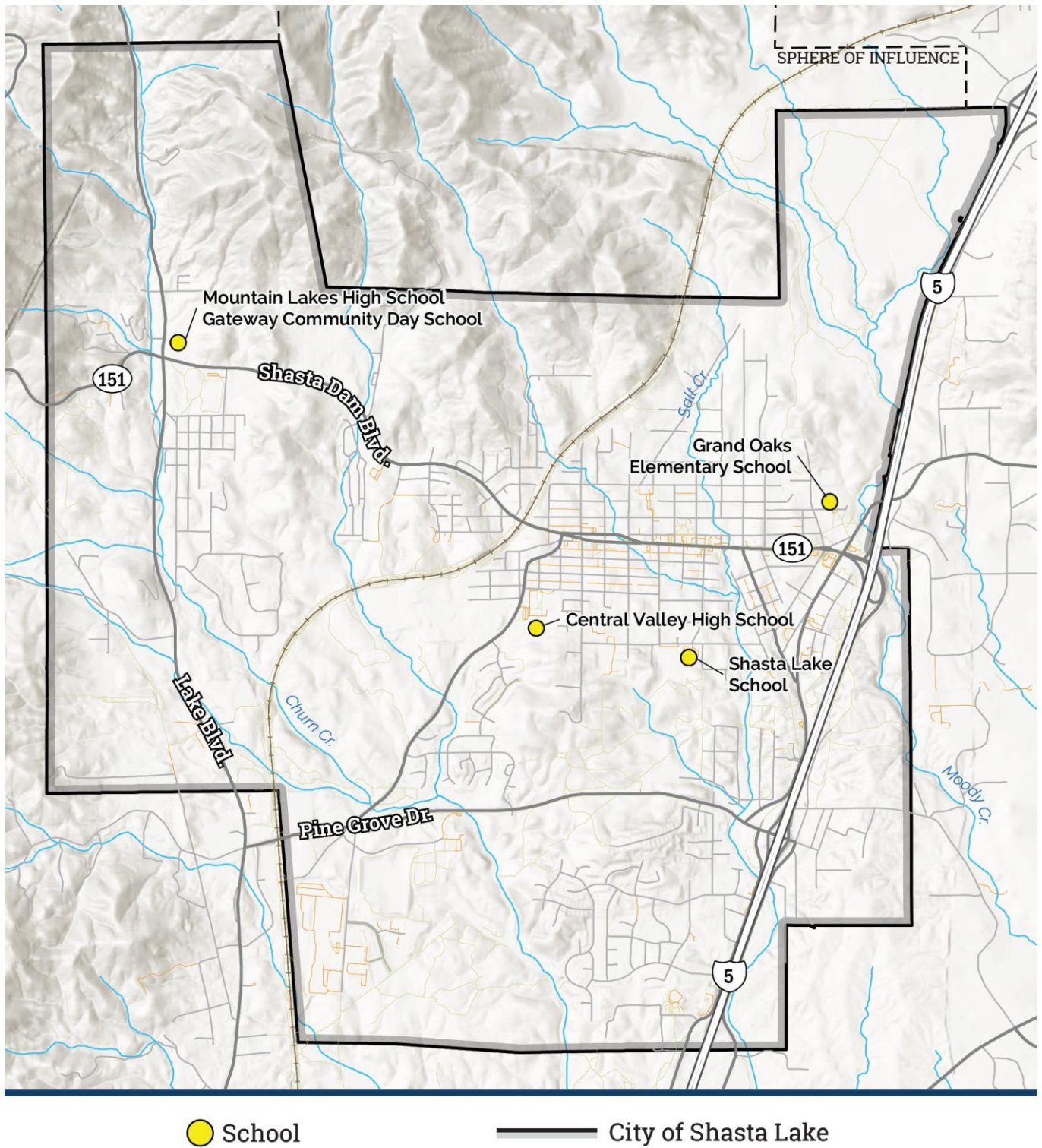
The City also contains one private educational facility, the Shasta Head Start daycare and pre-kindergarten. Circulation connecting schools to residential areas can be improved in the City, as discussed in the Circulation Element.



Public Facilities

City of Shasta Lake

Figure 2-17: Public Buildings and Grounds



Schools

City of Shasta Lake

Figure 2-18: Shasta Lake Educational Facilities

2.9 Considerations for Land Uses Near Interstate 5

Interstate 5 (I-5) currently cuts through high density urban residential and commercial areas and runs adjacent to the future Mountain Gate at Shasta Planned Development. Grand Oaks Elementary School is also located just off the interstate. I-5 is a high-volume roadway and, as such, presents some unique land use considerations. In 2019, the annual average daily traffic on I-5 was 34,000. (Caltrans 2019)

Land use decisions near or adjacent to high volume roadways (100,000 vehicles per day or 50,000 vehicles for rural roadways) often present conflicts among economic, health,

and environmental benefits from development, and can present potential negative health impacts from vehicle emissions on nearby residents, businesses, schools, and other uses.

Air quality and emissions from I-5 are especially relevant considerations for future City growth when siting residences or facilities for disadvantaged or vulnerable populations. The Housing Element examines housing development and impacts to vulnerable populations in detail. Because children are more susceptible to the adverse effects of pollution exposure during their developmental stages, siting of childcare facilities and schools is particularly important.

The major industrial areas in Shasta Lake are separated from I-5, making it necessary for commercial vehicles and potentially hazardous materials to travel a short distance through the City.

Noise impacts from I-5 are addressed in the Public Safety and Community Health Element of the General Plan.



Figure 2-19: Interstate 5 Through the City of Shasta Lake

Source: Google Streetview (2021)

2.10 Potential Pollution Exposure Near Roadways

Potential infill development sites near a high volume roadway like I-5 may yield an array of benefits, which should be evaluated together with the drawbacks associated with roadway pollution. Residential and sensitive land uses, like schools and health care facilities, face air quality-related health impacts and noise impacts.

The California Air Resources Board (CARB) Land Use Handbook recommends avoiding siting sensitive land uses – like schools and healthcare facilities – within 500 feet of a freeway. Other uses, like commercial buildings, may be placed closer to the freeway because these buildings typically have greater traffic emissions protections in place (e.g., more advanced ventilation and filtration technologies and permanently closed or sealed windows).

There are currently two Low Income Housing Tax Credit properties and an elementary school (Grand Oaks) located within 1,000 feet of I-5, with one apartment project located within 500 feet of the interstate. Additionally, several market rate single-family and multi-family residences lie within the 500-foot designation at various locations along I-5.

2.11 Correlation with Circulation Element

The Land Use and Circulation elements tie together the relationship between land use and reducing Vehicle Miles Traveled (VMT). Recent legislation also plays a significant role in the development of these elements. The Sustainable Communities and Climate Protection Act of 2008 supports the State of California's climate action goals to reduce greenhouse gas (GHG) emissions through coordinated transportation and land use planning with the goal of more sustainable communities.

Complete Streets designs not only facilitate active transportation but can be considered to improve air ventilation. Wider sidewalks, bicycle lanes, and other pedestrian-oriented features create space for better air flow and pollutant dispersion. Complete Streets and parks have also been demonstrated to increase property values and promote business viability.

These concepts are discussed further in the Circulation Element.



2.12 Land Use Goals, Policies, and Implementation Actions

GOAL LU-1 **Manage land uses in a flexible and sustainable manner that promotes a village feel, with places to live, work, shop, be entertained and culturally enriched, engage in healthy lifestyles, and engage with one's community. (Source: Existing Objectives LU-2, LU-3, 8, and 9, modified)**

POLICY-LU-1.1	City should encourage the reuse of existing structures and developed properties as opposed to greenfield development, including through incentives or other programs, to promote infill development opportunities where feasible. (Source: New)
POLICY-LU-1.2	Density limitations described in Table 1.1 will not apply to legal lots of record created prior to 1999 (the City's original General Plan date). Such lots will be permitted to develop at a density of at least one dwelling unit per lot, provided that the applicable City Development Standards and Zoning Ordinance standards are satisfied. (Source: Existing Policy LU-1, modified)
POLICY-LU-1.3	Evaluate zoning proposals to prevent the overconcentration of land uses in any area of the City where land use intensities, commercial or industrial operations, or increased traffic would adversely impact the safety, health, and quality of life of residents. (Source: New)
POLICY-LU-1.4	Adopt quality zoning development standards to ensure that the characteristics of major entrances to the community are not diminished by commercial uses or site development proposals that do not support high quality visitor-serving commercial development. (Source: New)
POLICY-LU-1.5	At a minimum, the General Plan land use diagram will contain Residential, Commercial, Industrial, Open Space, Natural Resource, Parks, and Public Facilities land use categories, each of which is described in the Table 1-2 Land Use Classification Descriptions. These land use categories will be implemented through specific zoning districts and the related development standards. (Source: New)
POLICY-LU-1.6	Address the issue of non-conforming land uses to improve land use compatibility. Recognize that small-town development features may allow a non-conforming land use issue to remain compatible with adjacent or future uses. Work with property owners to manage non-conforming uses if they were legally started and constructed. (Source: Existing Policy LU-1, modified)
POLICY-LU-1.7	Consider expanding the City's Sphere of Influence to establish urban, rural, and urban reserve boundaries within the planning area where deemed appropriate. Only consider such expansions where existing or planned infrastructure can provide adequate services without the need for public subsidies or reducing service levels to city residents. (Source: Existing Policy LU-e)

POLICY-LU-1.8	As the community grows and faces development pressure along Interstate 5 and on its fringes, the City must be both deliberate and resolute in its commitment to preserve the character and economic vitality of downtown. The City shall encourage economic growth and continued improvement in the downtown area on already-developed areas and on underutilized parcels. <i>(Source: Existing Objective LU-7, modified)</i>
POLICY-LU-1.9	Develop and ensure land use compatibility through coordination and cooperation with the City of Redding and Shasta County. All development applications which have the potential to impact lands or facilities in the City of Redding and in the unincorporated areas of Shasta County should be submitted to the respective agencies for review and comment. <i>(Source: Existing Policy LU-f, modified)</i>
POLICY-LU-1.10	<p>Where existing parcels of land contain two or more detached legally constructed residences, residential land divisions may be allowed to exceed the General Plan land use density, provided that:</p> <ul style="list-style-type: none">- All such residences were constructed before July 2, 1993,- Each newly created parcel is occupied by at least one of these residences, and- Each newly created parcel meets applicable City development standards in effect when the land division is approved. <i>(Source: Existing Policy LU-U)</i>
POLICY-LU-1.11	Incorporate existing buildings into community design efforts. Encourage the preservation, protection, and restoration of historic buildings and properties where practical and feasible. <i>(Source: New)</i>
POLICY-LU-1.12	Protect and improve the aesthetic appeal of neighborhoods in a fashion that does not conflict with the existing community character. <i>(Source: Existing Objective LU-8, modified)</i>
POLICY-LU-1.13	Seek to establish a community "village" quality throughout the City where appropriate. The community "village" quality should focus on building orientation, form and massing, parking, and circulation. <i>(Source: Existing Objective LU-8, modified)</i>
POLICY-LU-1.14	The City will investigate the use of flexible development standards for projects that will provide new recreational or entertainment opportunities for citizens. <i>(Source: New)</i>
POLICY-LU-1.15	Land use districts should provide the opportunity for a range of public or commercial recreation uses and activities to be located in close proximity to residents, subject to appropriate permitting processes. <i>(Source: New)</i>
POLICY-LU-1.16	Consider vegetation management and landscaping projects that can reduce the heat island effect and reduce pollutant transport and dispersion on high traffic roads, such as Shasta Dam Boulevard and frontage roads along the Interstate 5 corridor (Cascade Boulevard and Twin View Boulevard). Collaborate with the California Department of Transportation (Caltrans) to improve the landscaping in this area. <i>(Source: New)</i>



POLICY-LU-1.17	Federal and state lands are important parts of the community land use pattern because of the recreational opportunities they provide to residents. The City should maintain close working relationships with federal and state agencies to protect public lands adjacent to and within the City. <i>(Source: Existing Policy LU-g, modified)</i>
POLICY-LU-1.18	Promote public participation in the City's planning processes. <i>(Source: New)</i>
IMPLEMENTATION-LU-1.1	<p>Review, and as necessary revise, specific design policies, guidelines, and development standards to address reuse of aging structures <i>(Source: New)</i></p> <p>Responsibility: <i>Development Services Department</i> Time Frame: <i>1-2 years (as part of Zoning Ordinance revision)</i> Funding Source: <i>General fund (staff)</i></p>
IMPLEMENTATION-LU-1.2	<p>Revise the R-4 zoning district through a textual amendment to remove the minimum one-acre building site requirement. <i>(Source: Existing Implementation LU-16, modified)</i></p> <p>Responsibility: <i>Development Services Department</i> Time Frame: <i>1-2 years</i> Funding Source: <i>General fund (staff)</i></p>
IMPLEMENTATION-LU-1.3	<p>Regularly monitor all parts of the Municipal Code to identify requirements or standards that limit flexibility and creativity in the reuse of developed properties and existing structures. The City should make appropriate changes consistent with the goals and policies of the General Plan when needed. <i>(Source: New)</i></p> <p>Responsibility: <i>Development Services Department, Planning Commission, and City Council</i> Time Frame: <i>1-5 years</i> Funding Source: <i>General fund (staff)</i></p>
IMPLEMENTATION-LU-1.4	<p>Modify the zoning ordinance to create mechanisms to encourage the merger of sub-standard lots by, at minimum, not reducing the density of the parcel(s) resulting from the merger, or by city-initiated general plan amendments or rezonings to allow for higher densities where adequate infrastructure is available or can be provided. <i>(Source: New)</i></p> <p>Responsibility: <i>Development Services Department, Planning Commission, and City Council</i> Time Frame: <i>1-5 years</i> Funding Source: <i>General fund (staff)</i></p>

- IMPLEMENTATION-LU-1.5** Establish commercial design guidelines to govern new construction and major exterior alterations and additions in neighborhood and community shopping centers and in highway commercial areas. *(Source: New)*
- Responsibility:** *Development Services Department, Planning Commission, and City Council*
Time Frame: *1-5 years*
Funding Source: *General fund (staff)*
- IMPLEMENTATION-LU-1.6** Adopt appropriate standards to improve the character of development along the Cascade Boulevard and Twin View Boulevard corridors, including, but not limited to, site access, building design and off-street parking orientation to street, building height, on-site lighting, signage, and appropriate buffer requirements adjacent to residential uses. Where appropriate, provide density and other incentives to encourage mixed-use. *(Source: Existing Implementation LU-5)*
- Responsibility:** *Development Services Department, Planning Commission, and City Council*
Time Frame: *1-5 years*
Funding Source: *General fund (staff)*
- IMPLEMENTATION-LU-1.7** Establish zoning districts and quality development standards consistent with general plan goals and policies, and amend the city's zoning map in a timely manner to be consistent with the General Plan. *(Source: Existing Implementation LU-1, modified)*
- Responsibility:** *Development Services Department*
Time Frame: *1-2 years*
Funding Source: *General fund (staff)*
- IMPLEMENTATION-LU-1.8** Ensure the zoning ordinance provides for minimum and maximum densities consistent with the General Plan's land use classifications and state law. *(Source: Existing Implementation LU-3, modified)*
- Responsibility:** *Development Services Department, Planning Commission, and City Council*
Time Frame: *1-2 years*
Funding Source: *General fund (staff)*
- IMPLEMENTATION-LU-1.9** Conduct an assessment and prioritization of community areas or specific properties exhibiting deteriorating conditions that could be addressed through public and private conservation and rehabilitation programs. Seek grant or other funding for such efforts. *(Source: Existing Objective LU-9, modified)*
- Responsibility:** *Development Services Department*
Time Frame: *Ongoing*
Funding Source: *Assessments, general fund (staff), programs or projects, grants or other funds*



IMPLEMENTATION-LU-1.10 Implement design guidelines and a design review process to establish a community "village" quality throughout the City as appropriate. *(Source: New)*

Responsibility: *Development Services Department, Planning Commission, and City Council*

Time Frame: *1-5 years*

Funding Source: *General fund (staff)*

IMPLEMENTATION-LU-1.11 Provide increased public access opportunities to better connect existing and planned transportation corridors to the Bureau of Reclamation trail systems adjacent to the City while protecting and restoring the natural ecosystem and minimizing environmental damage, as appropriate. *(Source: New)*

Responsibility: *Parks & Recreation, Public Works, and Development Services Departments and SRTA and federal agencies*

Time Frame: *10 years*

Funding Source: *Grants*

IMPLEMENTATION-LU-1.12 Develop online information pages to provide ongoing information to residents regarding the status of development in their neighborhoods. *(Source: New)*

Responsibility: *Development Services Department, Planning Commission, or volunteers from neighborhoods*

Time Frame: *1-2 years*

Funding Source: *General fund (staff)*

GOAL LU-2 Foster a robust local economy through a stable and diverse mix of retail, commercial, industrial, and tourism sectors in order to meet the needs of all residents and to create sustainable job growth. (Source: New)

POLICY-LU-2.1	Review the community's available residential and commercial land use capacities every five years and modify as necessary to reflect development that has occurred, its impacts, the evolving market and economic conditions, and consistency with community values. <i>(Source: Existing Policy LU-b, modified)</i>
POLICY-LU-2.2	The City will continue its close working relationship with economic development groups, the local chamber of commerce, nearby universities, and other groups to monitor the supply of land to ensure that a 15-20 year supply of commercial and industrial land is available for development. <i>(Source: Policies LU-a, LU-d, modified)</i>
POLICY-LU-2.3	The City wishes to take advantage of its potential to be a gateway to regional water- and land-based recreational opportunities. The City will encourage additional tourism investment in the City and will explore a range of incentives, partnerships, and other methods to increase tourism serving uses within the City. <i>(Source: New)</i>
POLICY-LU-2.4	Guide the development of capital facilities and infrastructure to ensure adequate levels of services for existing and new growth, and to appropriately balance costs and revenues derived from new development. Use utility Master Plans to determine the needs for facilities and associated infrastructure based on the rate and direction of growth. Coordinate and support these needs through a Capital Improvement Plan and appropriate impact fee programs that will achieve conformance with the General Plan vision. <i>(Source: New)</i>
POLICY-LU-2.5	The City will prioritize funding of city municipal services and infrastructure to support economic development while maintaining fiscal sustainability for the City. <i>(Source: Existing Policies LU-m, LU-p, modified)</i>
POLICY-LU-2.6	Provide opportunities to meet the need for commercial services and commercial recreation for the City's residents and businesses. <i>(Source: New)</i>
POLICY-LU-2.7	Promote the development of attractive industrial areas and a broad range of industrial uses that can provide jobs to residents. <i>(Source: Existing Policies LU-k, LU-m, modified)</i>
IMPLEMENTATION-LU-2.1	Establish a list of "ready-to-go" or "shovel-ready" sites in consultation with property owners and provide the list to interested developers and businesses seeking sites within the City. <i>(Source: New)</i>

Responsibility: Economic Development and Development Services Departments

Time Frame: 1-2 years

Funding Source: General fund (staff)



- IMPLEMENTATION-LU-2.2** Assess opportunities and zoning options to encourage additional hotels and recreational vehicle (RV) parks within the City to foster and support tourism. (Source: New)
- Responsibility:** Economic Development and Development Services Departments
Time Frame: 1-2 years
Funding Source: General fund (staff)
- IMPLEMENTATION-LU-2.3** Assist new development in expanding infrastructure availability where such efforts will support and assist in economic development goals. Base such support efforts around long-term infrastructure improvement planning. (Source: New)
- Responsibility:** Economic Development and Finance Departments
Time Frame: 1-2 years
Funding Source: General fund (staff)
- IMPLEMENTATION-LU-2.4** Distribute shopping centers to encourage access to services throughout the City to the extent feasible. (Source: Existing Implementation. LU-4)
- Responsibility:** Economic Development Department
Time Frame: 1-2 years and ongoing
Funding Source: General fund (staff) or grants
- IMPLEMENTATION-LU-2.5** Continue to utilize and improve the City's Economic Development Focus Area Incentive Program and explore other strategies for concentrating commercial and tourism growth in the downtown area and on underutilized parcels located adjacent to Interstate 5 entry points. Explore grant options to conduct studies and explore an incentive program for businesses locating downtown. (Source: Existing Objective LU-7, modified)
- Responsibility:** Economic Development and Development Services Departments
Time Frame: Ongoing
Funding Source: General fund (staff)
- IMPLEMENTATION-LU-2.6** Explore and identify target industries with well-paying occupations that match or can enhance the skill base and training capacity of local residents. (Source: New)
- Responsibility:** Economic Development Department
Time Frame: 1-2 years and ongoing
Funding Source: General fund (staff) or grants
- IMPLEMENTATION-LU-2.7** Continue to recruit and explore incentives for small businesses. (Source: New)
- Responsibility:** Economic Development Department
Time Frame: Ongoing
Funding Source: General fund (staff) or grants
- IMPLEMENTATION-LU-2.8** Continue to encourage development within industrial areas of the City. (Source: New)
- Responsibility:** Economic Development and Development Services Departments
Time Frame: Ongoing
Funding Source: General fund (staff) or grants

GOAL LU-3 **Ensure new development is high-quality, well-integrated, and compatible with existing and surrounding uses, natural features, and environmentally sensitive areas, and allows for a flexible relationship between all land uses to promote creative and beneficial development. (Source: Existing Objective LU-1, Policy LU-a, modified, plus new)**

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|----------------------|--|
| POLICY-LU-3.1 | Where practical, promote mixed-use development patterns and higher densities that use land and resources efficiently, reduce automobile dependence and pollution, and facilitate walking, bicycling, and transit use. (Source: New) |
| POLICY-LU-3.2 | Encourage development of residential uses in strategic proximity to employment, recreational facilities, schools, neighborhood commercial areas, and transportation routes. (Source: Existing Policy LU-p, modified) |
| POLICY-LU-3.3 | Development on slopes in excess of 20 percent should generally be avoided. Development of highly sloped areas over 20 percent may be considered with additional design requirements. (Source: Existing Policy LU-r, modified) |
| POLICY-LU-3.4 | Development on slopes over 30 percent or within 50 feet of prominent ridgetops visible from major transportation corridors should be prohibited, except for the extension of utilities, street connections to access otherwise developable property, or for public safety improvements. (Source: Existing Policy LU-r, modified) |
| POLICY-LU-3.5 | New development should be consistent with the densities and intensity established in this element to ensure orderly development of the community. (Source: New) |
| POLICY-LU-3.6 | When working on issues affecting California Indian Tribal Governments, the City will act consistently, respectfully, and sensitively. When there are regulatory, statutory, or procedural impediments limiting the City's ability to work with tribal governments in the area, the City will make every effort to eliminate such impediments. (Source: New) |
| POLICY-LU-3.7 | Approval of new industrial development should demonstrate that public services are available, the site is designed to be compatible with adjacent uses and is of adequate size to accommodate a variety of industrial uses, and that safe and adequate access is available. (Source: Existing Policy LU-k, LU-m, modified) |
| POLICY-LU-3.8 | Require that new industrial development be designed to avoid adverse impacts to adjacent non-industrial uses, including noise, dust, vibration, water quality, air quality, agricultural resources, and biological resources. (Source: New) |
| POLICY-LU-3.9 | In order to ensure orderly growth and development, the minimum size for newly created parcels not served by public sewer or package sewage treatment facility, or for parcels not contributing to a sewer assessment district, should be five acres in the Suburban Residential and two acres in the Urban Residential and Urban Residential High A and B land use designations. Modifications to these standards may be allowed if consistent with state and Shasta County environmental health and water quality standards. (Source: Existing Policy LU-s, modified) |



POLICY-LU-3.10	Work to protect important natural resource areas and the scenic beauty of mountains and rolling hills around the City as the community develops. For new development located along existing creeks and streams, incorporate bank naturalizing approaches for channelized sections as a means of creek and stream restoration where appropriate. <i>(Source: New)</i>
POLICY-LU-3.11	Require that new buildings and the reconstruction of existing buildings comply with the most current California Green Buildings Standards Code and amendments. <i>(Source: New)</i>
POLICY-LU-3.12	Encourage the equitable distribution of housing types for all income groups throughout the City and promote mixed-income developments. <i>(Source: New)</i>
POLICY-LU-3.13	If a property or project area includes two or more land use designations and is of sufficient size, clustering and other development requirements may be flexibly addressed through a planned development or area plan process. Appropriate densities or intensity of uses will be established by the planned development or area plan. <i>(Source: Existing Policy LU-t, modified)</i>
POLICY-LU-3.14	Specific or area plans should be developed to address infrastructure planning and land uses for lands east of Shasta Dam Boulevard, or north and south of the Pine Grove Avenue extension, before any substantial development is approved. <i>(Source: Existing Implementation LU-5, 6, modified)</i>
POLICY-LU-3.15	Encourage sustainable, resilient development that conserves water and energy resources and incorporates best practices for avoiding and minimizing damage from flood, earthquake, wildfire, and other hazards. Explore incentives and other methods for addressing conservation and resiliency in existing development. (See Conservation Element and Public Safety and Community Health Element) <i>(Source: New)</i>
POLICY-LU-3.16	Do not approve new development unless infrastructure is in place or is planned to be provided in a timely fashion to support the growth. <i>(Source: New)</i>
POLICY-LU-3.17	Require that all specific and area plans include a fiscal impact analysis that demonstrates that existing city residents will not be burdened by increased costs or reduced services as the area develops. <i>(Source: New)</i>
POLICY-LU-3.18	Ensure fair financial management by requiring new development to pay its fair and proportional share of needed community improvements through impact fees, assessment districts, and other mechanisms. <i>(Source: Existing Policy LU-k, modified)</i>
POLICY-LU-3.19	Limit residential development and require adequate setbacks or other physical improvements for development next to Interstate 5 to reduce public health impacts from interstate traffic, such as noise and air pollution. <i>(Source: New)</i>
POLICY-LU-3.20	Protect the health of residents by ensuring an adequate buffer from Interstate 5 for recreational facilities. <i>(Source: New)</i>

- IMPLEMENTATION-LU-3.1** Review, and as necessary revise, specific design policies, guidelines, and development standards to address new structures and property development. (Source: New)
- Responsibility:** Development Services Department
Time Frame: 1-2 years (as part of Zoning Ordinance revision)
Funding Source: General fund (staff)
- IMPLEMENTATION-LU-3.2** Facilitate funding infrastructure improvements needed for industrial areas on an ongoing basis to accommodate expansion of existing industry or provide sites for new industry. Annual capital improvement planning should include a focus on prioritizing needed improvements in support of this implementation measure. (Source: Existing Implementation LU-g, modified)
- Responsibility:** Public Works and Development Services Departments
Time Frame: Ongoing
Funding Source: General fund (staff), bonds, grants, or loans for infrastructure projects
- IMPLEMENTATION-LU-3.3** For larger new and undeveloped industrial areas, require master plans and infrastructure financing programs as a condition of project approval. (Source: Existing Policy LU-k, Implementation LU-8, modified)
- Responsibility:** Development Services Department
Time Frame: Ongoing
Funding Source: General fund (staff)
- IMPLEMENTATION-LU-3.4** Discourage development without a coordinated plan for land use or that is incompatible with adjacent residential areas, circulation limitations, available infrastructure capacity, or public service needs. (Source: New)
- Responsibility:** Development Services Department, Planning Commission, and City Council
Time Frame: Ongoing
Funding Source: General fund (staff)
- IMPLEMENTATION-LU-3.5** Evaluate the zoning ordinance for possible updates to the Habitat Protection and Open Space districts to ensure development is consistent with natural resource protection goals in the General Plan. (Source: New)
- Responsibility:** Development Services Department, Planning Commission, and City Council
Time Frame: 1-5 years
Funding Source: General fund (staff) or grants



IMPLEMENTATION-LU-3.6 Develop specific or area plans, as needed, that cover services and facilities necessary to serve an identified area based on ultimate development potential. Services and facilities include, but are not limited to, roads, water, sewer, storm drainage, power, law enforcement, fire protection, schools, libraries, parks, trees and landscaping in public spaces, and trail systems. These plans should include a schedule for the phasing of public improvements and anticipated development, and timing of preliminary grading and tree removal and replacement. (Source: Existing Policy LU-w, Implementation LU-11, modified)

Responsibility: All departments, Planning Commission, and City Council

Time Frame: 1-10 years

Funding Source: General fund (staff) or grants (related to Policy 3.14)

IMPLEMENTATION-LU-3.7 Periodically conduct comprehensive fee studies to determine whether impact fees fully account for the recovery of costs, consistent with applicable laws. (Source: Existing Policy LU-v, modified)

Responsibility: Development Services and Finance Departments

Time Frame: 1-5 years

Funding Source: General fund (staff)

IMPLEMENTATION-LU-3.8 Review the City's municipal code and modify it as needed to ensure setbacks or other improvement requirements for development adjacent to Interstate 5 are adequate for public health protection. (Source: Existing Policy LU-v, modified)

Responsibility: Development Services and Finance Departments

Time Frame: 1-5 years

Funding Source: General fund (staff)

GOAL LU-4	Provide services to promote healthy lifestyles, safety, and the well-being of all residents. (Source: Existing Objective LU-4, modified)
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POLICY-LU-4.1	Ensure sufficient parks, open space, and trails are planned throughout the City for existing and future residents to improve public health by promoting physical activity, giving residents an opportunity to connect with nature, and mitigating air and water pollution impacts on residents. (Source: New)
POLICY-LU-4.2	Ensure that adequate public service facilities/uses (e.g., schools, parks, fire stations, etc.) and public utilities (e.g., substations, pump stations, transmission lines, etc.) are in place in a timely fashion to protect public safety. Accomplish this through regular, comprehensive, and advanced infrastructure master planning efforts. Appropriate zoning for such facilities will be determined in response to the identified need as it occurs. (Source: Existing Policy PF-f, modified)
POLICY-LU-4.3	Provide adequate public facilities, services, and infrastructure in place and available to support all city residents, including for governance, public safety, seniors and youth, community gatherings, and comparable activities. (Source: New)
POLICY-LU-4.4	Promote the co-location of parks, schools, police, police and fire facilities, health services, and other community facilities to support community interaction, enhance neighborhood identity, and leverage limited resources. (Source: New)
POLICY-LU-4.5	Work with outside agencies and non-profit organizations to encourage the provision of services and facilities not subject to city jurisdiction, such as public schools and quasi-public recreational and other infrastructure. (Source: Existing Policy PF-e, modified)

IMPLEMENTATION-LU-4.1	Conduct infrastructure master planning over a 20-year time period as additional infrastructure may be identified. Establish financing mechanisms to ensure the necessary services, facilities, and maintenance resources are available when needed. (Source: Existing Policy LU-v, modified)
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Responsibility: Public Works, Development Services, and Finance Departments

Time Frame: 1-10 years

Funding Source: General fund (staff) or grants

IMPLEMENTATION-LU-4.2	Assess funding and siting opportunities for increased parks and open space within the City through a parks and recreation services master plan process. The plan should include acknowledging and prioritizing access to surrounding public land and recreational opportunities. Explore connections between the two community parks and low income and higher density residential properties. (Source: New)
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Responsibility: Development Services and Parks and Recreation Department, in coordination with public agencies and SRTA

Time Frame: 1-5 years

Funding Source: General fund (staff)



IMPLEMENTATION-LU-4.3 Notify the Gateway Unified School District, Shasta Lake Fire Protection District, Shasta Lake Sheriff's Office, and other entities that provide public services in the City in order to identify the need for new or expanded facilities during review of major development projects in the City. *(Source: Existing Policy PF-8, modified)*

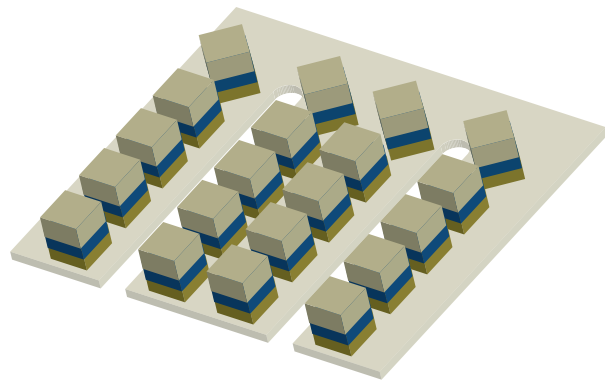
Responsibility: *Development Services*

Time Frame: *Ongoing*

Funding Source: *General fund (staff)*

HOUSING

a vision for sustainable residential growth that accommodates the full range of housing needs for Shasta Lake residents



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SECTION 3. HOUSING ELEMENT

The City of Shasta Lake's Housing Element serves to understand and analyze the City's housing needs and to develop programs and policies that can help meet those identified needs. The Housing Element is a component of the City's 2040 General Plan, which demonstrates that the City is adequately planning to meet the housing needs of everyone in the community and that the Housing Element is consistent with other elements of the General Plan.

This Housing Element includes seven goal statements. Under each goal statement, the Element sets out policies that amplify each goal statement. Implementation programs are listed at the end of the corresponding group of policies and describe briefly the proposed action, the City department with primary responsibility for carrying out the program, the funding source, and the time frame for accomplishing the program. Implementation programs also identify quantified objectives.

3.1. Why is Housing Important?

Providing adequate housing for all residents is a priority for the City of Shasta Lake as to California as a whole. The State has declared that "the availability of housing is a matter of vital statewide importance and the attainment of decent housing and a suitable living environment for all Californians is a priority of the highest order." (Cal. Gov't Code §65580)

The ability of a city to provide housing for all its residents centers on affordability. Affordability often measures housing cost in relation to gross household income: households spending more than 30 percent of their income, including utilities, are generally considered to be overpaying or cost burdened. Severe overpaying occurs when households pay 50 percent or more of their gross income for housing. *See the Housing Element Background Report* for more information on affordability in Shasta Lake. Cities can play an important role in ensuring adequate housing for all residents in their communities, through planning, regulatory, and incentivizing means.



Figure 3-1. Construction of New Housing, photo by Andrew Bowen, KPBS.org

3.2. Statutory Requirements

State law requires local government plans to address the existing and projected housing needs of all economic segments of the community through their housing elements. The purpose of the housing element is to identify the community's housing needs, to state the community's goals and objectives with regard to housing production, rehabilitation, and conservation to meet those needs, and to define the policies and programs that the community will implement to achieve the stated goals and objectives.



Under California law, Cal. Gov't Code § 65583(a), the housing element must include the community's goals, policies, quantified objectives and housing programs for the maintenance, improvement, and development of housing. State law requires cities and counties to address the needs of all income groups in their housing elements. The official definition of these needs is provided by the California Department of Housing and Community Development (HCD) for each city and county within its geographic jurisdiction. Beyond these income-based housing needs, the housing element must also address special needs groups, such as persons with disabilities and homeless persons. *See the Housing Element Background Report* for more information on state requirements.

3.3. Quantified Objectives

The information for the Quantified Objectives table is based primarily on trends in building permit activity as modified by the economic climate. The City will be implementing new policies designed to accelerate housing production and expects a small increase in development during the planning period.

Housing element law recognizes that in developing housing policy and programs, identified housing needs may exceed available resources and the community's ability to satisfy these needs. The quantified objectives of the housing element, therefore, need not be identical to the identified housing need, but should establish the maximum number of housing units that can be constructed, rehabilitated, and conserved, or households assisted over an eight-year time frame.

Table 3-1. Quantified Objectives for the Planning Period

Income Level	New Construction	Rehabilitation	Conservation/Preservation	Totals
Extremely Low-Income	6	4	2	12
Very Low-Income	6	4	1	11
Low-Income	12	12	2	26
Moderate-Income	14	15	0	29
Above-Moderate	6	12	0	18
Total	44	47	5	96

3.4. New Construction

Every city and county in California is required to plan for its "fair share" of the statewide housing need. The California Department of Housing and Community Development (HCD) is required to allocate each region's share of the statewide housing need to Councils of Governments (COG) based on California Department of Finance (DOF) population projections and regional population forecasts used in preparing regional transportation plans. This process promotes the following objectives: increase the housing supply and mix of housing types, tenure, and affordability in all cities and counties within the region in an equitable manner; promote infill development and socioeconomic equity; protect environmental and

agricultural resources; encourage efficient development patterns; and promote an improved intraregional balance between jobs and housing.¹

The RHNA for Shasta Lake for the 2018 to 2028 projection period is 238 new housing units, including 28 extremely low-income units, 28 very low-income units, 39 low-income units, 42 moderate-income units, and 101 above moderate-income units. The City will strive to provide opportunities for a variety of housing types to be built to accommodate the RHNA. Based on existing zoning and General Plan designations, there is capacity to accommodate housing at a range of different densities.

3.5. Affordable Housing

Although Shasta Lake's housing stock is considered relatively affordable by California standards, there is still a sizable demand for quality, affordable housing for a significant portion of Shasta Lake's population. There is no best strategy for providing affordable housing in Shasta Lake. Most affordable housing projects require multiple subsidies to bridge the affordability gap. The City can address this need for affordable housing through obtaining State grant funding, by providing regulatory incentives for developers, and by forming partnerships with both the public and private sectors.

3.6. Preservation and Rehabilitation

While it is important to encourage the development of new affordable housing, reinvestment in the existing housing supply is equally important when financially feasible. It is often more cost effective and environmentally friendly to improve the existing housing stock, rather than demolishing a structure and rebuilding from scratch. It is also less disruptive to the neighborhood and preserves neighborhood character.

3.7. Adequate Infrastructure and Services

An essential foundation for housing development is adequacy of infrastructure and services, namely streets, water, sewer, drainage and dry utilities. This is particularly a concern in rural communities. Demonstrating that a site has existing, or planned infrastructure and services is a foremost concern when evaluating potential housing development sites.

3.7.1. ENERGY CONSERVATION

Energy efficiency has direct application to affordable housing. The more money spent on energy, the less there is available for rent or mortgage payments. High energy costs have particularly detrimental effects on low-income households that do not have enough income or cash reserves to absorb energy cost increases and must choose between basic survival needs of food, clothing, and shelter.

¹ Cal. Gov't Code §§ 65580, 65583, 65585.

3.8. Special Needs Housing

Within the general population there are several groups of people who have special housing needs. These special needs can make it difficult for members of these groups to locate suitable housing. State law² requires the Housing Element to address the needs of the following special needs groups:

Seniors. With the overall aging of society, the senior population (persons over 65 years of age) will increase in most communities. Consequently, the need for affordable and specialized housing for older residents will grow. Typical housing types that meet the needs of seniors include smaller attached or detached housing for independent living (both market-rate and affordable), mobile homes, second units, shared housing, age-restricted below-market-rate rental developments, congregate care facilities, life-care facilities, residential care homes, and skilled nursing homes.

Homeless Persons. Homeless individuals and families have the most immediate housing need of any group. They also have the most difficult housing needs to meet, due to both the diversity and complexity of the factors that lead to homelessness and the lack of dedicated State and Federal funding for homeless shelters and transitional housing.

Single-Parent Households. Single-parent households need affordable housing with childcare on-site or nearby, in proximity to schools, and with access to services. Large households with single parents may have difficulty finding appropriately sized housing. And despite fair housing laws and programs, discrimination against households with children may make it more difficult for this group to find adequate housing.

People with Disabilities. People with disabilities have a wide range of differing housing needs, depending on the type and severity of their disability as well as personal preference and lifestyle. "Barrier-free design" housing, accessibility modifications, proximity to services and transit, and group living opportunities represent some of the types of considerations and accommodations that are important in serving this need group. State law requires the Housing Element to consider the housing needs of residents with developmental disabilities.

Large Households. Large households, defined by State law as households with five or more persons, may have difficulties purchasing housing because large housing units are rarely affordable and rental units with three or more bedrooms may not be common in many communities.

Extremely Low-Income Households. Extremely low-income households are defined as households with incomes under 30 percent of the area median income. Extremely low-income households typically consist of minimum wage workers, seniors on fixed incomes, the disabled, and farmworkers. This income group is likely to live in overcrowded and substandard housing conditions. This group of households has specific housing needs that require greater government subsidies and assistance, housing with supportive services, and/or rental subsidies or vouchers.

² Cal. Gov't Code § 65583(a).

Farmworkers. Farmworkers tend to be relatively young, predominantly male, and Hispanic. While many of farmworkers are single men, some have family members accompanying them. Most farmworkers have high rates of poverty, live in overcrowded housing units, and have a low homeownership rate.

3.9. Equal Opportunity Housing

State and Federal laws ensure all households have the right to rent or purchase housing without discrimination. The City has continued to ensure equal housing opportunity through the enforcement of fair housing practices and the dissemination of fair housing information. The City's support for the Shasta County Housing Authority and other housing organizations in the operation of its fair housing counseling services has proven to be an effective means for addressing housing issues and ensuring fair housing in the county.



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3.10. Housing Goals, Policies, and Implementation Actions

GOAL HE-1 **To provide for a broad range of housing types to meet the needs of all residents.**
(Source: Existing Goal HE-1, modified)

POLICY-HE-1.1	Adequate Housing Sites. The City shall ensure that there are adequate sites available to meet its regional housing needs allocation of 238 units (28 extremely low, 28 very low, 39 low, 42 moderate, and 101 above moderate). <i>(Source: New)</i>
POLICY-HE-1.2	Current Site Inventory. The City shall maintain an up-to-date site inventory of available sites for residential development. <i>(Source: New)</i>
POLICY-HE-1.3	Infill Development. The City shall support infill residential development on underutilized or vacant infill sites to facilitate production of housing units while also prioritizing minimal displacement of existing residents. <i>(Source: Existing Policy H-P-7, modified)</i>
POLICY-HE-1.4	Parcel Consolidation. The City shall encourage the consolidation of underutilized or vacant parcels to facilitate residential development where appropriate. <i>(Source: Existing Policy H-P-7, modified)</i>
POLICY-HE-1.5	Governmental Constraints. The City shall minimize governmental constraints to the development, improvement, and maintenance of its housing stock, such as reducing setbacks, height limitations, coverage ratios, parking requirements, and other development regulations. <i>(Source: Existing Policy H-P-14, modified)</i>
POLICY-HE-1.6	Accessory Dwelling Units. The City shall encourage the construction of accessory dwelling units. The City shall also consider new housing construction methods and dwelling unit types that encourage affordability through innovative design. <i>(Source: Existing Policy H-P-15, modified)</i>
POLICY-HE-1.7	Connectivity. The City shall encourage circulation improvements and subdivision layouts that promote community connectivity and livability. <i>(Source: Existing Policy H-P-19, modified)</i>
IMPLEMENTATION-HE-1.1	<p>Vacant Land Inventory to Accommodate Future Housing Needs. The City shall take the completed land inventory for the City, update it with the parcels created during the last planning period, and integrate it with the City's GIS system. The City will develop a process to update both the inventory and the GIS layers that relate to the inventory (including infrastructure) annually. The City will assemble Information in a form useful for marketing the properties. <i>(Source: Existing Program HE 1.1, modified)</i></p> <p>Responsibility: Development Services, Public Works Dep'ts Technical Advisory Committee (TAC)</p> <p>Time Frame: Annually</p> <p>Funding: City (Staff Time)</p> <p>Quantified Objective: Updated vacant land inventory, available upon public request.</p>



IMPLEMENTATION-HE-1.2 Scattered Site Development. The City will map the single vacant lots, their sizes, and other characteristics using GIS data where available. The City will make this information available to the General Public. *(Source: Existing Program HE 1.3, modified)*

Responsibility: Development Services Dep't, Planning Commission, City Council

Time Frame: Annually

Funding: City (Staff time)

Quantified Objective: Publish vacant land inventory map to the City website

IMPLEMENTATION-HE-1.3 Residential Property Development Project Identification. City staff will identify residential properties with impediments for development and help identify outside funding for projects that benefit the City. *(Existing Program HE 1.5, modified)*

Responsibility: Development Services and Program Manager

Time Frame: Annually

Funding: City (staff time)

Quantified Objective: Publish residential properties with impediments for development, make GIS map available to public upon request

IMPLEMENTATION-HE-1.4 State and Federal Funding. The City shall complete a report addressing potential sources of funding to help fund City needs and prioritize use of City or grant funds for projects. The City shall pursue appropriate State and Federal funding sources to support the efforts of non-profit and for-profit developers to meet new construction and rehabilitation needs of low- and moderate-income households. The City shall periodically update and review available housing programs to identify appropriate funding sources to meet the City's housing needs. *(Existing Program HE 1.6, modified)*

Responsibility: All Departments, City Council

Time Frame: Annually

Funding: City (staff time)

Quantified Objective: Successful grant funding for affordable housing and/or infrastructure related to affordable housing for five projects during the planning period

IMPLEMENTATION-HE-1.5 Objective Mixed Use and Multi-Family Residential Design Standards. The City shall establish clear objective design standards for mixed use and multi-family housing projects. Once the objective design standards are adopted, multifamily and mixed-use projects will be allowed by right and approved through a ministerial, staff-level review process *(Source: Existing Program HE 1.7, modified)*

Responsibility: Development Services Department, City Manager, Planning Commission, City Council

Time Frame: FY 2020/21

Funding: City (staff time)

Quantified Objective: Reduced review periods to 90 days

- IMPLEMENTATION-HE-1.6 Development Agreements.** The City will enter into development agreements where appropriate to meet State law and provide for the City's interests in promoting quality land use development, and if applicable, long term housing affordability. (Source: Existing Program HE 1.8, modified)
- Responsibility:** Development Services Department, City Manager, Planning Commission, City Council
Time Frame: Ongoing
Funding: City (staff time)
Quantified Objective: 25 affordable housing units during the planning period
- IMPLEMENTATION-HE-1.7 Homebuyer Assistance.** The City shall continue the Homebuyer Program that promotes homeownership for low income, first time homebuyers using HOME and CalHome as funding is available. (Source: Existing Program HE 1.9, modified)
- Responsibility:** City Manager, Planning, City Council
Time Frame: Annually
Funding: City (staff time)
Quantified Objective: Annual review of specific number of homebuyer loans for low and moderate income levels; analysis of strengths and weaknesses in delivery to income levels; assistance to 10 low-income first-time home buyers.
- IMPLEMENTATION-HE-1.8 Collaboration with Affordable Housing Providers.** The City will continue to seek out affordable housing partners. The City will initiate one-on-one discussions about how to access funding. (Source: Existing Program HE 1.10)
- Responsibility:** City Manager, City staff and Council
Time Frame: Annually
Funding: City (staff time)
Quantified Objective: Completed projects with affordable housing partner(s); compilation of a list of potential partners; an assessment of potential projects that can be completed
- IMPLEMENTATION-HE-1.9 Address Housing Opportunities and Constraints.** The City shall evaluate the Municipal Code to determine what standards may need revision in order to encourage housing production. The revisions may include reducing parking standards, setbacks, height, or ability to use clustering without having to re-zone property to the Planned Development Zone, as well as addressing restrictive aspects of the grading and tree preservation ordinances as appropriate and consistent with this General Plan. (Source: Existing Program HE 1.13)
- Responsibility:** Development Services Dep't, Planning Commission, and City Council
Time Frame: Annually
Funding: City (staff time)
Quantified Objective: Revision of Municipal Code to reduce development constraints for affordable housing by January 2023; adoption and implementation of new standards by January 2024.



IMPLEMENTATION-HE-1.10 Annual Report on Housing Element Implementation. The City will complete an Annual Housing Report to submit to HCD and OPR by April 1st of each year, consistent with State law. (Source: Existing Program HE 1.14)

Responsibility: Development Services Department, City Manager, City Council

Time Frame: Annually

Funding: City (staff time)

Quantified Objective: Eight Annual Housing Element Implementation Reports to HCD

IMPLEMENTATION-HE-1.11 Online Web-based Mapping. The City shall hire a GIS staff person to maintain a web-based map of available housing sites. The web-based map will be made accessible to the public on the City website. (Source: New Program, Implements HE 1.2).

Responsibility: Development Services Department

Time Frame: Annually

Funding: City (staff time)

Quantified Objective: A publicly accessible web-based mapping tool identifying available housing sites, updated annually; made available to the public by March 1 of each calendar year, beginning in 2022.

IMPLEMENTATION-HE-1.12 Mixed-Use Development. The City will evaluate commercial parcels and structures as part of the update to the General Plan. The evaluation will include identifying parcels/lots that are most appropriate for mixed commercial and residential uses. (Source: Existing Program HE 4.1)

Responsibility: Development Services, Planning Commission, and City Council

Time Frame: Annually

Funding: City (staff time)

Quantified Objective: 40 low or moderate housing units during the planning period

IMPLEMENTATION-HE-1.13 Zoning Plan Consistency with State Law. The City shall continually review the Zoning Plan to address changes in State law pertaining to the streamlining of housing production including accessory dwelling units, SB 35 streamlining, and allowability of mobile home parks, employee housing (consistent with Cal. Gov't Codes §§ 17021.5 and 17021.6), and low barrier navigation centers. (Source: New)

Responsibility: Planning, City Manager, Planning Commission, City Council

Time Frame: FY 2020/21

Funding: City (staff time)

Quantified Objective: 24 accessory dwelling units during the planning period; updated Zoning Plan

GOAL HE-2 To promote the construction and maintenance of quality affordable housing projects for extremely low-, very low-, and low-income households. (Source: New)

POLICY-HE-2.1	Federal and State Funding. The City shall continue to support applications for Federal and State funding programs to assist in the development of affordable housing. (Source: Existing Policy H-P-9, modified)
POLICY-HE-2.2	Homeownership. The City shall promote homeownership opportunities by providing support and available grant funds to lower-income first-time homebuyers. (Source: Existing Policy H-P-5, modified)
POLICY-HE-2.3	Development Distribution. The City shall encourage distribution of development of affordable housing throughout the city to avoid over concentration in a particular area, excluding areas lacking necessary infrastructure or services. (Source: New)
POLICY-HE-2.4	Permit Processing Priority. The City shall give highest priority for permit processing to affordable housing projects. (Source: Existing Policy H-P-1)
POLICY-HE-2.5	Proximity to services and Facilities. The City shall encourage affordable multifamily residential developments to be located within walking distance of key services and facilities (e.g., public transit, childcare facilities, schools, parks, neighborhood shopping centers, and other amenities). (Source: Existing Policy H-P-6, modified)
IMPLEMENTATION-HE-2.1	<p>Development Standards. The City shall review bi-annually and amend land use regulations, development standards, permitting procedures, and fees as needed, and where feasible, remove impediments to and reduce the cost of affordable residential development. In addition, to comply with AB 2162³, the City will amend the Zoning Plan to allow supportive housing as a permitted use in zones where multifamily and mixed uses are permitted, including nonresidential zones permitting multifamily uses. (Source: New)</p> <p>Responsibility: Planning, City Manager, Planning Commission, City Council Time Frame: Bi-annual; initial Zoning Plan update pursuant to AB 2162 in FY21/22. Funding: City (staff time) Quantified Objective: 16 affordable or supportive housing units during the planning period</p>

³ Amended Cal. Gov't Code § 65583 and § 65650 – 65656.



IMPLEMENTATION-HE-2.2 Pursue State and Federal Funding. The City shall actively pursue appropriate Federal and State funding sources, including HOME, CDBG, AHSC, and CalHome funds, to support the efforts of nonprofit and for-profit developers to meet new construction and rehabilitation needs of extremely low-, very low-, low-, and moderate-income households. The City shall periodically review available housing programs to identify additional funding sources. *(Source: New)*

Responsibility: All Departments, City Council

Time Frame: Ongoing

Funding: City (staff time)

Quantified Objective: Pursue Federal and State funds to facilitate the development of 32 housing units for extremely low-, very low-, low-, and moderate-income families and workers during the planning period

IMPLEMENTATION-HE-2.3 Assisting Affordable Housing Developers. The City shall work with the Housing Authority to provide technical and/or financial assistance to affordable housing developers, such as site identification, site acquisition, and identification of subsidy sources including HOME and AHSC funds and CDBG monies. The City shall also make this information available on its website. *(Source: New)*

Responsibility: City Manager, City staff and Council

Time Frame: Ongoing

Funding: City (staff time)

Quantified Objective: Expedite site identification and acquisition processes for affordable housing developers; promote the financial feasibility of development affordable to 16 lower-income households during the planning period

IMPLEMENTATION-HE-2.4 First-time Homebuyers. The City shall support workshops/educational classes on the benefits of homeownership and resources for first-time homebuyers. *(Source: New)*

Responsibility: Development Services Department

Time Frame: Annually

Funding: City (staff time)

Quantified Objective: Promote the financial benefits of homeownership by providing information (online and at City Hall) regarding resources and workshops available to first-time homebuyers

GOAL HE-3	To maintain and rehabilitate the existing housing stock to preserve community character and housing units affordable to a mix of income levels. <i>(Source: Existing Goal HE-2, modified)</i>
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POLICY-HE-3.1	Neighborhood Revitalization. The City, within its financial capabilities, shall support the revitalization of older neighborhoods by keeping streets, sidewalks and other municipal systems in good repair and providing neighborhood improvements, such as street lighting, landscaping, and recreation amenities that contribute to stable, quality neighborhoods. <i>(Source: Existing Policy H-P-20)</i>
POLICY-HE-3.2	Mobile Home Upkeep. The City shall promote the upkeep of existing mobile home parks. <i>(Source: Existing Policy H-P-23, modified)</i>
POLICY-HE-3.3	Enforcement. The City shall continue code enforcement efforts. <i>(Source: Existing Policy H-P-21)</i>
POLICY-HE-3.4	Abatement. The City shall require the abatement of unsafe structures, giving property owners adequate opportunities to correct deficiencies. <i>(Source: Existing Policy H-P-22, modified)</i>
POLICY-HE-3.5	Encourage Private Investment. The City shall encourage private reinvestment in older residential neighborhoods and private rehabilitation of housing. <i>(Source: Existing Policy H-P-25)</i>
POLICY-HE-3.6	Retain Affordable Housing. The City shall work with other agencies and non-profit organizations to prevent the conversion of subsidized, affordable housing to market-rate housing. <i>(Source: New)</i>

IMPLEMENTATION-HE-3.1	Housing Rehabilitation (Single-family). To conserve existing housing stock that currently needs substantial rehabilitation, including substandard homes initially built as Shasta Dam worker housing, the City will review the Housing Stock Inventory to assess potential rehabilitation needs, identify potential loan applicants, and initiate a program to serve those needs. This program can be operated in conjunction with the proposed energy efficiency program (HE 5.1) to maximize use of funds and accommodation of energy efficient measures lowering the overall operational costs for a home. <i>(Source: Existing Program HE 2.1, modified)</i>
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Responsibility: Program Manager, City Manager, City Council

Time Frame: Planning Period

Funding: City (staff time)

Quantified Objective: Three units of very low, six units of low, and 10 units of moderate housing rehabilitated during the planning period



IMPLEMENTATION-HE-3.2 Housing Rehabilitation (Multifamily). The City will address the rehabilitation of multi-family units as a priority when applying for funding. *(Source: Existing Program HE 2.2)*

Responsibility: Program Manager, City Manager, City Council

Time Frame: Planning Period

Funding: City (staff time)

Quantified Objective: Successful funding for rehabilitation of a minimum of 10 units over the planning period

IMPLEMENTATION-HE-3.3 Foreclosure Impact Mitigation. The City shall communicate with banks in ownership of foreclosed homes to ensure the units are maintained, unoccupied until rented or sold, and do not become a fire hazard due to overgrown landscaping. The City shall partner with deed holders to inform the public about units available for sale or conversion to long-term rental housing.

Responsibility: Development Services Department, City Manager, City Council

Time Frame: Ongoing

Funding: City (staff time)

Quantified Objective: Maintain contact with deed holders; assist with the sale or conversion to long-term rental housing of 10 units by 2028.

IMPLEMENTATION-HE-3.4 Code Enforcement Procedures. The City shall amend Section 1.17.50 of the City Municipal Code to require administrative citations to include a list of potential resources available to property owners to correct violations, *(New Program)*

Responsibility: Program Manager, City Manager, City Council

Time Frame: FY 21/22

Funding: City (staff time)

Quantified Objective: Updated Municipal Code

GOAL HE-4	To provide adequate infrastructure and services for residential development. <i>(Source: Existing Goal HE-3, modified)</i>
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POLICY-HE-4.1	Public service Maintenance. The City shall maintain an adequate level of public services, infrastructure, and park and recreational facilities to meet the needs of existing and projected development within the fiscal capacity of the City. <i>(Source: Existing Policy H-P-26)</i>
POLICY-HE-4.2	Public services for New Development). The City shall ensure that housing developments pay their fair share of public facilities and service costs. For affordable housing, the City shall secure funding wherever possible for the replacement or installation of off-site infrastructure. <i>(Source: Existing Policy H-P-28, modified)</i>
POLICY-HE-4.3	Infrastructure Funding. The City shall seek federal, state, and local grants to fund infrastructure improvements. <i>(Source: Existing Policy H-P-10, modified)</i>
IMPLEMENTATION-HE-4.1	<p>Local, State, and Federal Funding for Infrastructure. The City will pursue funding for infrastructure that will support infill properties that can be used for residential development. <i>(Existing Program HE 3.1, modified).</i></p> <p>Responsibility: Public Works Department, City Manager, City Council Time Frame: Annually Funding: City (staff time) Quantified Objective: Four applications for funding for infrastructure during the planning period</p>

**GOAL HE-5 To support energy efficiency improvements and appropriate weatherization for all new and existing housing units. (Source: Existing Goal HE-5, modified)**

-
- POLICY-HE-5.1** **New Construction Efficiency.** The City shall require new construction to meet Title 24 energy conservation requirements. (Source: Existing Policy H-P-30, modified)
- POLICY-HE-5.2** **Conservation Programs & Measures.** The City shall promote energy efficiency measures and energy conservation programs in accordance with applicable laws, including programs to support low-income households. (Source: Existing Policy H-P-31, modified)
- POLICY-HE-5.3** **Passive solar.** During the tentative map review process, the City shall encourage new subdivision lots to be oriented to allow for both passive and active solar design to minimize energy losses. (Source: New)
-
- IMPLEMENTATION-HE-5.1** **Energy Efficiency Calculations.** The City shall require all new construction to demonstrate compliance with Title 24 mandates during the planning and design process using energy efficiency calculations approved by the State. (Source: New)
- Responsibility:** Development Services Department
Time Frame: Annually
Funding: City (staff time)
Quantified Objective: Title 24 compliance in all new construction
- IMPLEMENTATION-HE-5.2** **Energy Efficiency.** The City shall offer programs that comply with applicable laws that provide for weatherization and energy efficiency rebates for residential customers and support low-income households. (Source: Existing Program HE 5.1, modified)
- Responsibility:** Electric Department
Time Frame: Annually
Funding: Electric Department funds (staff time)
Quantified Objective: Program to use Public Benefit funds to assist 50 affordable housing residents to access rebates, efficient appliances, and weatherization
- IMPLEMENTATION-HE-5.3** **Green Building Incentives.** The City shall encourage the implementation of the voluntary (Tier 2) provisions of the Green Building standards. The City will also provide information, on request, regarding green standards currently being applied. (Source: New Program, staff)
- Responsibility:** Electric Department
Time Frame: Annually
Funding: Electric Department funds (staff time)
Quantified Objective: 24 affordable housing units that comply with Tier 2 provisions during the planning period

IMPLEMENTATION-HE-5.4 Community Solar. The City shall explore locations and projects for "community solar," or utility-scale solar photovoltaic systems with supporting programs to directly serve the City's end-users' electricity needs with local renewable energy sources. *(Source: New)*

Responsibility: *Electric Department, Development Services Department*

Time Frame: *FY 2022/23*

Funding: *City (staff time)*

Quantified Objective: *Support the development of large scale community solar facilities; identify parcels appropriate for use; amend zoning code, where necessary, to eliminate constraints to solar facility development*

**GOAL HE-6 To provide a range of housing types and services for special needs groups. (Source: New)**

POLICY-HE-6.1	Special Needs Populations. The City shall work with non-profit agencies, Shasta County, neighboring cities, and developers on regional approaches to providing housing and services to special needs populations, including the elderly, persons with physical and mental disabilities (including developmental disabilities), female-headed households, large families, farmworkers, extremely low-income households, and veterans. <i>(Source: Existing Policy H-P-33, modified)</i>
POLICY-HE-6.2	Special Housing Needs. The City shall seek to accommodate housing and emergency shelter for residents with special housing needs through appropriate zoning standards and permit processes. <i>(Source: Existing Policy H-P-32)</i>
POLICY-HE-6.3	Homelessness. The City shall continue to support the Shasta County Housing Authority, Shasta County Continuum of Care, Good News Rescue Mission, and all other homeless service providers in their efforts to provide housing and services for homeless persons and persons in need of supportive housing. <i>(Source: Existing Policy H-P-35, modified)</i>
POLICY-HE-6.4	Housing Variety. The City shall encourage the development and rehabilitation of housing with a variety of unit sizes and number of bedrooms to address extremely low-income and large households' needs. <i>(Source: Existing Policy H-P-34, modified)</i>
POLICY-HE-6.5	Transit Needs. The City shall encourage the development of new housing units designed for seniors and persons with disabilities to have readily accessible public transit and community services. <i>(Source: Existing Policy H-P-37, modified)</i>
POLICY-HE-6.6	Rental Assistance. The City shall support the continued use of rental assistance opportunities for extremely low-income households, including HUD Housing Choice Vouchers. <i>(Source: Existing Policy H-P-8, modified)</i>
POLICY-HE-6.7	Reasonable Accommodation. The City shall ensure equal access to housing by providing a process for individuals with disabilities to make requests for reasonable accommodation in regard to relief from land use, zoning, or building laws, rules, policies, practices, and/or procedures. <i>(Source: New)</i>
IMPLEMENTATION-HE-6.1	<p>Reasonable Accommodation. The City shall continue to provide reasonable accommodations through a formal procedure by reviewing and approving requests for modifications to building or zoning requirements in order to ensure accommodations for persons with disabilities. Additionally, the City shall provide both printed information, and information on the City's website regarding reasonable accommodations by January 2023.. <i>(Source: New)</i></p> <p>Responsibility: Development Services Department Time Frame: Ongoing; information available by 2023. Funding: City (staff time) Quantified Objective: Modifications to building requirements or exceptions to the Zoning Plan as necessary to ensure reasonable accommodations for persons with disabilities</p>



IMPLEMENTATION-HE-6.2 Assistance for Special Needs Populations. In order to assist in the housing needs for special needs populations, including the elderly, persons with physical and mental disabilities (including developmental disabilities), female-headed households, large families, farmworkers, extremely low-income households, and veterans, the City will engage with housing advocates, encourage housing providers to designate a portion of new affordable housing developments for special needs populations, , and pursue funding sources designated for these groups.. The City shall also partner with the Far Northern Regional Center to provide information and services to persons with development disabilities.
(Source: New)

Responsibility: Development Services Department, City Manager, City Council

Time Frame: Ongoing

Funding: City (staff time)

Quantified Objective: 10 affordable housing units for special needs populations.



GOAL HE-7 To require safe and sanitary housing and quality living environment for all Shasta Lake residents regardless of age, religion, race, ethnicity, creed, sex, sexual orientation, marital status, ancestry, national origin, disability, economic level, and other arbitrary factors. *(Source: Existing Goal HE-6, modified)*

POLICY-HE-7.1 **Fair Housing.** The City shall prioritize fair housing and require compliance with fair housing laws.⁴ *(Source: New)*

POLICY-HE-7.2 **Discrimination.** The City shall cooperate with community-based organizations that provide services or information to victims of housing discrimination, including but not limited to, Shasta County, the Shasta County Housing Authority, and Fair Housing Advocates of Northern California. *(Source: New)*

IMPLEMENTATION-HE-7.1 **Section 8 Rental Assistance.** The City shall be in regular contact with the Housing Authority in order to obtain data and information about the Section 8 programs. Information will be made readily available to individuals and affordable housing developers. *(Source: Existing Program HE 6.2)*

Responsibility: City Program Manager

Time Frame: Ongoing

Funding: City (staff time)

Quantified Objective: Maintain contact with Shasta County Housing Authority for data and other information; provide developers with data regarding housing standards; identify housing standards that are constraints on Shasta Lake housing Section 8 eligibility

IMPLEMENTATION-HE-7.2 **Equal Housing Opportunity.** The City shall provide information obtained from the Housing Authority (including brochures, flyers, posters, and similar publications) in public locations, including City offices. In addition, the City shall have such information available on the City's website and for distribution to interested parties who request it. Information shall be provided in languages other than English where appropriate. *(Existing Program HE 6.3, modified)*

Responsibility: City Program Manager

Time Frame: Ongoing

Funding: City (staff time)

Quantified Objective: Compile and distribute up-to-date information concerning equal opportunity and enforcement on a routine basis.

⁴ The Fair Employment and Housing Act (Cal. Gov't. Code §§12900–12996) prohibits discrimination in housing because of race, color, national origin, religion, sex, familial status, and disability.

IMPLEMENTATION-HE-7.3 Fair Housing. The City shall be a local contact point for fair housing complaints and will refer interested persons to the California Department of Fair Employment and Housing (DFEH) and the U.S. Department of Housing and Urban Development (for federally subsidized units) as complaints are received. The City will also display fair housing information at City offices and shall provide links on its website to these entities and their fair housing discrimination references, contacts, and compliance procedures. *(Source: New)*

Responsibility: *City Program Manager*

Time Frame: *Ongoing*

Funding: *City (staff time)*

Quantified Objective: *Maintain contact with the DFEH and the U.S. Department of Housing and Urban Development for data and information; compile and display fair housing information in City offices and on the City website by 2021; update informational fair housing materials on a routine basis*

IMPLEMENTATION-HE-7.4 Affirmatively Further Fair Housing. The City will coordinate with the Shasta County Housing Authority and/or Fair Housing Advocates of Northern California to develop a plan to Affirmatively Further Fair Housing (AFFH). The AFFH Plan shall take actions to address significant disparities in housing needs and in access to opportunity for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability, and other characteristics protected by the California Fair Employment and Housing Act (Part 2.8 (commencing with Section 12900) of Division 3 of Title 2), Section 65008, and any other state and federal fair housing and planning law. The City shall pursue funding to provide services through these partnerships including:

1. Distributing educational materials to property owners, apartment managers, and tenants every two years.
2. Making public service announcements via different media (e.g. newspaper ads and public service announcements at local radio and television channels) at least two times a year.
3. Conducting public presentations with different community groups.
4. Responding to complaints of discrimination (e.g. in-taking, investigation of complaints, and resolution).
5. Referring services to appropriate agencies.

Responsibility: *Development Services Department*

Time Frame: *Ongoing*

Funding: *Community Development Block Grant*

Quantified Objective: *Assist 20 individuals/households with fair housing issues throughout the planning period.*



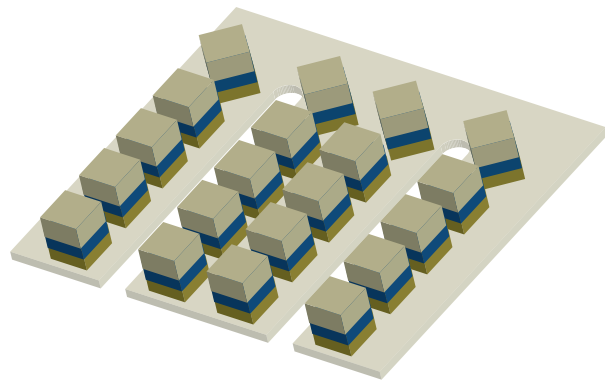
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Housing Element Appendix A

BACKGROUND REPORT

HOUSING

a vision for sustainable residential growth that accommodates the full range of housing needs for Shasta Lake residents



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SECTION 1. INTRODUCTION

State Housing Element Law (Cal. Gov't Code § 65580) mandates that local governments must adequately plan to meet the existing and projected housing needs of all economic segments of the community. This Background Report provides current (through March 2020) information on household characteristics, housing needs, housing supply, land inventory for new development, housing programs, constraints, and incentives for new housing development in the City of Shasta Lake. It also evaluates progress made since the City of Shasta Lake adopted its last Housing Element in 2014.

The Background Report identifies the nature and extent of the city's housing needs, which in turn provides the basis for the City's response to those needs in the Policy Document. The Background Report also presents information on the community setting in order to provide a better understanding of housing needs.

1.1.1 OVERVIEW OF STATE REQUIREMENTS

State law recognizes the vital role local governments play in the supply and affordability of housing. Each local government in California is required to adopt a comprehensive, long-term general plan for the physical development of their city or county. The housing element is one of the eight mandated elements of the general plan. State law requires local government plans to address the existing and projected housing needs of all economic segments of the community through their housing elements. The law acknowledges that in order for the private market to adequately address housing needs and demand, local governments must adopt land use plans and regulatory systems that provide opportunities for, and do not unduly constrain, affordable housing development. As a result, housing policy in the state rests largely upon the effective implementation of local general plans, local housing elements in particular.

The purpose of the housing element is to identify the community's housing needs, to state the community's goals and objectives with regard to housing production, rehabilitation, and conservation to meet those needs, and to define the policies and programs that the community will implement to achieve the stated goals and objectives.

State law requires cities and counties to address the needs of all income groups in their housing elements. The official definition of these needs is provided by the California Department of Housing and Community Development (HCD) for each city and county within its geographic jurisdiction. Beyond these income-based housing needs, the housing element must also address special needs groups, such as persons with disabilities and homeless persons.

As required by State Housing Element Law (Cal. Gov't Code § 65583(a)) the assessment and inventory for this Element includes the following:

- Analysis of population and employment trends and projections, and a quantification of the county's existing and projected housing needs for all income levels, including extremely low-income households. This analysis of existing and projected needs includes Shasta Lake's share of the regional housing needs.
- Analysis and documentation of household characteristics, including level of payment compared to ability to pay; housing characteristics, including overcrowding; and housing stock condition.



- An inventory of land suitable for residential development, including vacant sites and sites having potential for redevelopment; and an analysis of the relationship of zoning, public facilities, and services to these sites.
- Identification of a zone or zones where emergency shelters are allowed as a permitted use without a conditional use or other discretionary permit.
- Analysis of potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels and for persons with disabilities, including land use controls, building codes and their enforcement, site improvements, fees and other exactions required of developers, and local processing and permit procedures. Analysis of local efforts to remove governmental constraints.
- Analysis of potential and actual non-governmental constraints upon the maintenance, improvement, or development of housing for all income levels, including the availability of financing, the price of land, and the cost of construction.
- Analysis of any special housing needs for the elderly, persons with disabilities (including developmental disabilities), large households, farmworkers, families with female heads of households, and families and persons in need of emergency shelter.
- Analysis of opportunities for residential energy conservation.
- Analysis of "at-risk" assisted housing developments that are eligible to change from low-income housing uses during the next 10 years.

The Background Report sections draw on a broad range of data sources. Information on population, housing stock, and economics comes primarily from the HCD Pre-approved Data Package, American Community Survey, California Department of Finance (DOF), and City of Shasta Lake records. (HCD compiled a significant amount of data needed to update the Background Report. Most of the data in the HCD pre-approved data package is from the 2012-2016 American Community Survey.) Information on available sites and services for housing comes from numerous public agencies. Information on constraints on housing production and past and current housing efforts in Shasta Lake comes from City staff, other public agencies, and several private sources.

1.1.2 SUBMITTAL TO HCD

The City of Shasta Lake City Council determined to submit the Housing Element and Background Report to HCD on April 7, 2020. The City of Shasta Lake Planning Commission recommended the City Council submit the Housing Element and Background Report to HCD at its March 12, 2020 meeting. The City Council formally adopted the Housing Element at its August 4, 2020 meeting upon recommendation of the Planning Commission at its July 23, 2020 meeting. The resolution adding this Housing Element to the City's General Plan and adopting a negative declaration for the Housing Element is included herein.

1.2 General Plan and Housing Element Consistency

The City of Shasta Lake is updating the General Plan and prepared this Housing Element as part of this process. The Housing Element is a component of the 2040 General Plan, which demonstrates that the City is adequately planning to meet the housing needs of everyone in the community.

1.3 Public Participation

As part of the Housing Element Update process, the City implemented the State's public participation requirements, set forth in Cal. Gov't Code § 65583(c)(7), that jurisdictions "...shall make a diligent effort to

achieve participation of all economic segments of the community in the development of the housing element."

The City encouraged all members of the community to participate in the preparation of the Housing Element through a combination of general public notices (e.g., flyers, website posts, social media posts, and email listserv) and direct contacts with community organizations inviting them to attend the public workshop or meeting on the Housing Element and review and comment on the document. With 80 percent of the city's population identifying as white, and only 4.5 percent as Spanish speaking, the City did not provide any translational services. The City however may provide housing-related community engagement materials in both English and Spanish in the future.

1.3.1 GENERAL PLAN ADVISORY COMMITTEE (GPAC) MEETING

The City initially established a General Plan Advisory Committee (GPAC) in 2014 to serve as an advisory body that provides input on the General Plan Update. Throughout the Update process, the City has brought the GPAC together during key points, including to gather feedback on community engagement events and to review draft documents. Appendix D lists GPAC members. The City held a two-hour meeting with the GPAC on January 13, 2020 to focus on the Housing Element. During this meeting, the City provided an overview of the relationships between the Housing Element and the General Plan, key findings from the housing needs assessment, and overview of the RHNA, and discussion on housing needs in Shasta Lake and the barriers to affordable housing development. Major themes from the group discussion included the following:

- While there is a fairly stable housing stock, there are a lot of dilapidated or substandard houses built for temporary use (dam houses), yet people continue to reside in the structure because of limited other options. There is a need for significant housing rehabilitation funds to address this issue.
- Poor housing quality also reduces homeownership rates because loan applicants cannot qualify for first-time homebuyer assistance because of structure quality. There is a need for incentives to maintain quality housing and preventing further housing stock deterioration.
- There is a need to produce a variety of housing unit types beyond single family homes (e.g., live/work, microunits, duplexes, apartments) because there are a lot of seniors and smaller households.
- There is a need for creative housing types, including tiny homes and residential communities (e.g., co-housing) where people have a private bedroom and bathroom, and share common spaces.
- Cost is the major barrier to housing production. Many multifamily housing projects do not pencil and there is limited funding available to subsidize housing projects. Further, additional State regulations, such as the requirement to build solar panels on new residences, makes it more difficult to build affordable housing.
- The City needs to improve sewer and water infrastructure throughout the city because some areas still rely on septic tanks
- There are challenges to the State's "one size fits all" approach to housing mandates, particularly in rural jurisdictions.



Figure 1-1. GPAC Meeting, Jan. 13, 2020.

1.3.2 OPEN HOUSE

On Saturday, February 8th, 2020, the City held a five-hour open house workshop in the Community Center. Approximately 90 community members attended. The open house consisted of six topical stations, including the Housing Element station. Each station provided background information and opportunities for participants to express their opinions. Food and children's activities tables were also provided. Participants visiting the Housing Element station provided a number of comments:

- Why has the City not condemned the house at 1128 on Black Canyon? – 16 people live there doing drugs all the time.
- Clean branches on the power lines on Main Street and other streets.
- Corner of Grand and Shasta – too many cars (not working) blocking part of the street. Makes our school look bad
- How much affordable housing will there be?
- Develop more multi-family units.
- Close drug houses.
- Allow more flexibility in live/work space near village commercial.
- Promote multi-family.
- Need tiny homes.
- Need ordinance on people having too many chickens and letting them range free.
- Require or incentivize a minimum percentage of single-family construction to include duplexes or ADUs.
- Tiny houses and more senior housing, must be able to blend.
- Maintain single family housing to keep property values growing.
- I appreciate the efforts to get people to clean up old cars and "stuff" outside their homes.
- Help with towing costs of non-working vehicles.
- We need houses that are by their own.
- We need more affordable housing.

SECTION 2. EXISTING NEEDS ASSESSMENT

The section includes population and household characteristics, housing inventory and supply, and housing affordability. The section also discusses the housing needs of “special” population groups as defined in State law. The data in this section is primarily from the 2012-2016 American Community Survey. Other sources of information include California Department of Finance (DOF); California Employment Development Department (EDD); U.S. Department of Housing and Urban Development (HUD); U.S. Department of Agriculture (USDA); and local economic data (such as home sales prices, rents, wages).

2.1 Demographic and Employment Characteristics and Trends

The purpose of this section is to establish “baseline” population, employment, and housing characteristics for Shasta Lake.

2.1.1 POPULATION

Table 2-1 shows population growth in Shasta Lake from 2000 to 2018. As shown in the table, the city experienced the most rapid growth in the early 2000s, then modest population change through 2018. The city grew the fastest between 2002 and 2003 when the average annual growth rate (AAGR) was 3.8 percent.

Table 2-1: Population Growth

Year	Population	Change	AAGR
2000	9,093	--	--
2001	9,289	196	2.2%
2002	9,516	227	2.4%
2003	9,875	359	3.8%
2004	10,038	163	1.7%
2005	10,180	142	1.4%
2006	10,195	15	0.1%
2007	10,237	42	0.4%
2008	10,243	6	0.1%
2009	10,269	26	0.3%
2010	10,162	-107	-1.0%
2011	10,102	-60	-0.6%
2012	10,094	-8	-0.1%
2013	10,120	26	0.3%
2014	10,128	8	0.1%
2015	10,150	22	0.2%
2016	10,095	-55	-0.5%
2017	10,134	39	0.4%
2018	10,143	9	0.1%

Source: California Department of Finance, 2019.



2.1.1.1 Age

Table 2-2 illustrates the age distribution in Shasta Lake, Shasta County, and California. Compared to statewide and countywide residents, Shasta Lake had a higher proportion of children ages 5 years and younger and persons ages 35 to 44. The median age in Shasta Lake (37.4 years) was slightly older than the statewide average (36.1 years), but significantly younger than the countywide average (41.8 years).

Table 2-2: Population by Age

Age Group	Shasta Lake		Shasta County		California	
	Population	% of Total	Population	% of Total	Population	% of Total
Under 5	788	8%	10,478	6%	2,493,545	6%
5 to 17	1,615	16%	28,289	16%	6,621,175	17%
18 to 24	844	8%	15,059	8%	3,917,309	10%
25 to 34	1,310	13%	22,051	12%	5,822,872	15%
35 to 44	1,580	16%	18,977	11%	5,180,070	13%
45 to 64	2,406	24%	49,337	28%	9,799,428	25%
65 and over	1,582	16%	34,728	19%	5,148,448	13%

Source: 2013-2017 American Community Survey (5-year estimates).

2.1.1.2 Race and Ethnicity

Table 2-3 summarizes 2013-2017 American Community Survey data related to the race and ethnicity of residents of Shasta Lake, Shasta County, and California. The table shows that the majority of the population in Shasta Lake and countywide was non-Hispanic white at 80 percent, compared to 38 percent statewide. Similarly, Hispanic or Latino persons accounted for 39 percent of the population statewide compared to 9 percent in the city and 10 percent countywide. Shasta Lake and Shasta County's populations are less racially diverse than California as a whole.

Table 2-3: Population by Race/Ethnicity

Race/Ethnicity	Shasta Lake		Shasta County		California	
	Population	% of Total	Population	% of Total	Population	% of Total
Hispanic or Latino	869	9%	17,218	10%	15,105,860	39%
White	8,090	80%	143,919	80%	14,777,594	38%
Black or African-American	148	1%	1,951	1%	2,161,459	6%
American Indian & Alaska Native	200	2%	3,917	2%	137,813	0%
Asian	60	1%	5,195	3%	5,427,928	14%
Native Hawaiian & Other Pacific Islander	0	0%	124	0%	138,283	0%
Some other race	0	0%	106	0%	93,746	0%
Two or more races	758	7%	6,489	4%	1,140,164	3%
Total Population	10,125	100%	178,919	100%	38,982,847	100%

Source: 2013-2017 American Community Survey (5-year estimates).

2.1.2 INCOME AND EMPLOYMENT

Local demand for housing is significantly impacted by income, employment characteristics, and regional job growth. An understanding of local salary and job profiles establishes baseline understanding for effectively address the housing and jobs relationship. This section analyzes personal income, household income, and employment characteristics in Shasta Lake.

2.1.2.1 Household Income

Table 2-4 shows the distribution of household income in Shasta Lake, Shasta County, and California. In Shasta Lake and countywide, there was a higher proportion of persons earning \$49,999 and lower compared to statewide. Shasta Lake also had a higher proportion of residents earning \$50,000 to \$74,999. It is important to note the cost of living is lower in Shasta Lake and Shasta County compared to statewide averages. In 2017, the median household income in Shasta Lake was \$49,643, compared to \$47,258 countywide and \$67,169 statewide (Figure 2-1).

Figure 2-1: Median Household Income, 2017

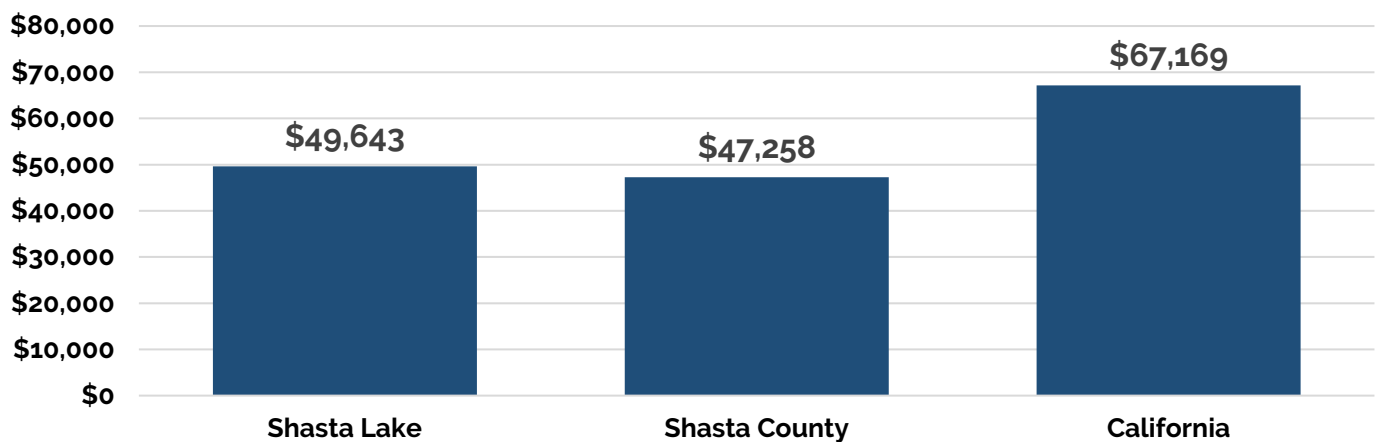


Table 2-4: Household Income Distribution

Income Group	Shasta Lake		Shasta County		California	
	Households	% of Total	Households	% of Total	Households	% of Total
Less than \$10,000	298	8%	4,722	7%	694,945	5%
\$10,000 to \$14,999	255	7%	5,103	7%	604,666	5%
\$15,000 to \$24,999	493	13%	8,632	12%	1,105,197	9%
\$25,000 to \$34,999	370	10%	8,007	11%	1,063,551	8%
\$35,000 to \$49,999	510	13%	10,543	15%	1,465,836	11%
\$50,000 to \$74,999	673	18%	12,725	18%	2,095,531	16%
\$75,000 to \$99,999	564	15%	7,683	11%	1,568,843	12%
\$100,000 to \$149,999	486	13%	7,512	11%	2,025,327	16%
Over \$150,000	167	4%	5,559	8%	2,264,232	18%
Total	3,816	100%	70,486	100%	12,888,128	100%

Source: American Community Survey (5-year estimates).



2.1.2.2 Existing Employment

Table 2-5 shows the estimated number of persons employed by industry. A leading employment base in Shasta Lake is social services (i.e., educational services, and health care and social assistance) at 25 percent, as well as retail at 17 percent. Several sectors of Shasta Lake's economy are similar to the countywide and statewide averages, including agriculture, wholesale trade, transportation and warehousing, and information. Other sectors of the economy such as professional and business services, manufacturing, and financial activities are under-represented in the city.

Table 2-5: Employment by Industry

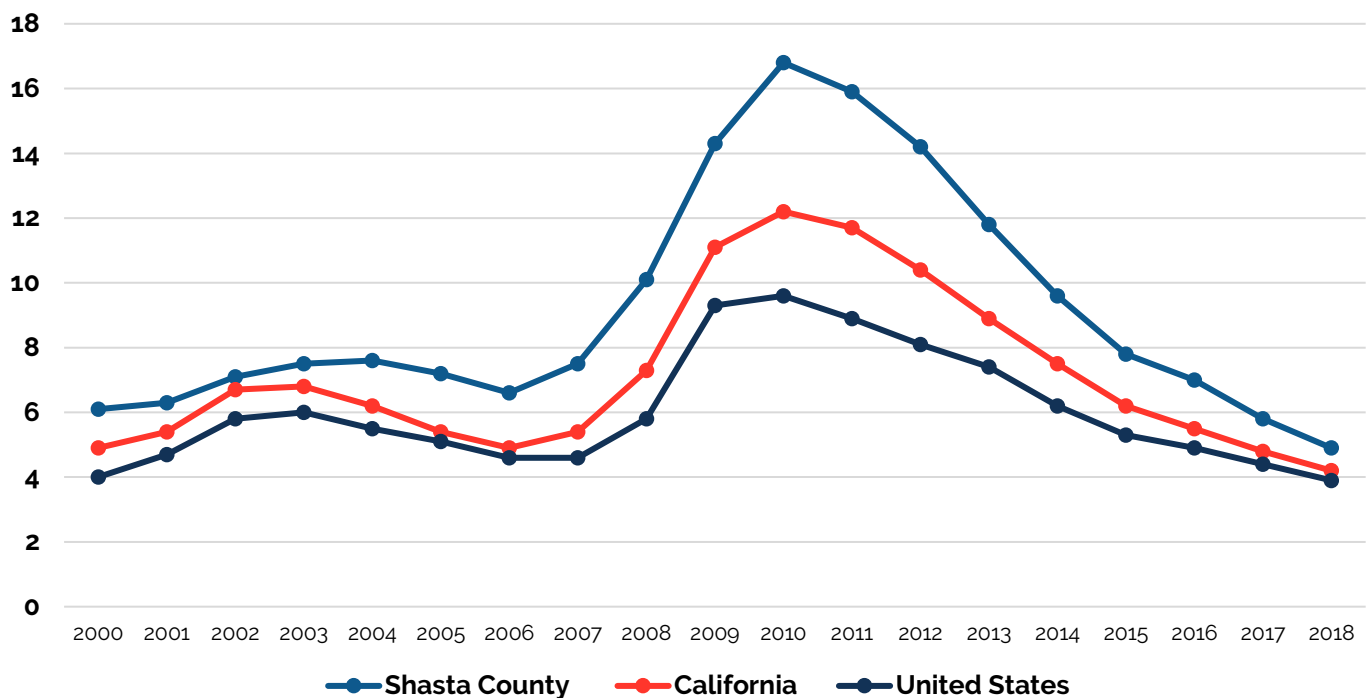
Industry	Shasta Lake		Shasta County		California	
	Population	% of Total	Population	% of Total	Population	% of Total
Agriculture, forestry, fishing and hunting, and mining	75	2%	1,615	2%	415,522	2%
Construction	342	8%	5,547	8%	1,095,245	6%
Manufacturing	215	5%	4,167	6%	1,711,597	10%
Wholesale trade	68	2%	1,396	2%	532,171	3%
Retail trade	714	17%	9,358	13%	1,944,607	11%
Transportation and warehousing, and utilities	160	4%	3,035	4%	894,568	5%
Information	118	3%	1,237	2%	529,359	3%
Finance and insurance, and real estate and rental and leasing	188	4%	3,732	5%	1,108,073	6%
Professional, scientific, and management, and administrative and waste management services	435	10%	6,797	9%	2,378,080	13%
Educational services, and health care and social assistance	1,062	25%	19,050	26%	3,766,488	21%
Arts, entertainment, and recreation, and accommodation and food services	522	12%	7,531	10%	1,877,141	10%
Other services, except public administration	148	3%	4,205	6%	952,898	5%
Public administration	266	6%	4,525	6%	788,166	4%
Civilian employed population 16 years and over	4,313	100%	72,195	100%	17,993,915	100%

Source: 2013-2017 American Community Survey (5-year estimates).

2.1.2.3 Unemployment

Figure 2-2 shows the average annual unemployment rates for Shasta County, California, and the United States from 2000 to 2018. As shown in the figure, economic hardships during the recession had a more noticeable impact in the county compared to statewide and countywide. This is likely attributed to a relative lack of economic diversification and economic development resources to respond to changes. Unemployment rates have been decreasing countywide since 2010. In 2018, average annual unemployment rates were 4.9 percent in Shasta County, 4.2 percent in California, and 3.9 percent in the United States.

Figure 2-2: Historic Unemployment Rates



Source: U.S. Bureau of Labor Statistics, 2019.

2.1.3 POPULATION AND EMPLOYMENT PROJECTIONS

2.1.3.1 Population Projections

The Shasta Regional Transportation Agency (SRTA) develops and maintains the regional travel demand model, which forecasts land use and corresponding travel behavior at least 20 years into the future for the region. SRTA adopted the current model version (ShastaSIM 1.2) on October 9, 2018. Table 2-6 shows SRTA populations projections through 2040 as well as the average annual growth rate (AAGR) for each time period. SRTA projects that the city's population would increase by an AAGR of 0.5 percent from 2005 to 2040. SRTA estimates that there will be approximately 1,600 additional people in the city between 2020 to 2040.



Table 2-6: Population Projections

Year	Population	AAGR
2005	10,040	--
2010	9,888	-0.3%
2015	9,936	0.1%
2020	10,360	0.8%
2025	10,711	0.7%
2030	11,229	0.9%
2035	11,457	0.4%
2040	12,025	1.0%

Source: Shasta Regional Transportation Agency, 2015 RTP/SCS Growth Projections and consistency with 2014-2019 Regional Housing Need Allocation (RHNA) Memo, 2014.

2.1.3.2 Employment Projections

Employment projections estimate the number of jobs that will be located in the county in the future. Although the projections have a high degree of uncertainty due to ever-changing local, regional, and/or national economic conditions, they provide a valuable estimate. Table 2-7 shows SRTA employment projections through 2040. SRTA based the employment projections on revised employment projections contained within the November 2011 4-step model update, and the updated phased development assumptions table; with data provided by the local jurisdictions and SRTA. SRTA projects that there will be an additional 545 jobs in the city between 2020 and 2040, at an AAGR of 1.1 percent.

Table 2-7: Employment Projections

Year	Jobs	AAGR
2005	1,938	--
2010	1,911	-0.3%
2015	2,058	1.5%
2020	2,263	1.9%
2025	2,470	1.8%
2030	2,653	1.4%
2035	2,783	1.0%
2040	2,808	0.2%

Source: Shasta Regional Transportation Agency, 2015 RTP/SCS Growth Projections and consistency with 2014-2019 Regional Housing Need Allocation (RHNA) Memo, 2014.

2.1.4 HOUSING STOCK AND HOUSEHOLD CHARACTERISTICS

2.1.4.1 Housing Inventory/Supply

Table 2-8 summarizes housing units by type in Shasta Lake in 2000, 2010, and 2018. Between 2010 to 2018, there were 32 new housing units built in Shasta Lake, which is a decline from 442 new housing units between 2000 to 2010. Single family homes continue to account for the majority of the housing stock. From 2000 to 2018, of the 474 new housing units constructed in the city, 91 percent were single family homes. During this time period, there was also a loss of 80 multifamily units in 2- to 4-unit buildings, but an increase of 50 multifamily units in 5-unit or more buildings. The City received funding from the Neighborhood Stabilization Program (funded through HCD) and Local Redevelopment Funds to remove these units, which had fallen into disrepair. Economic factors have delayed redevelopment, however, creating a current (2020) loss.

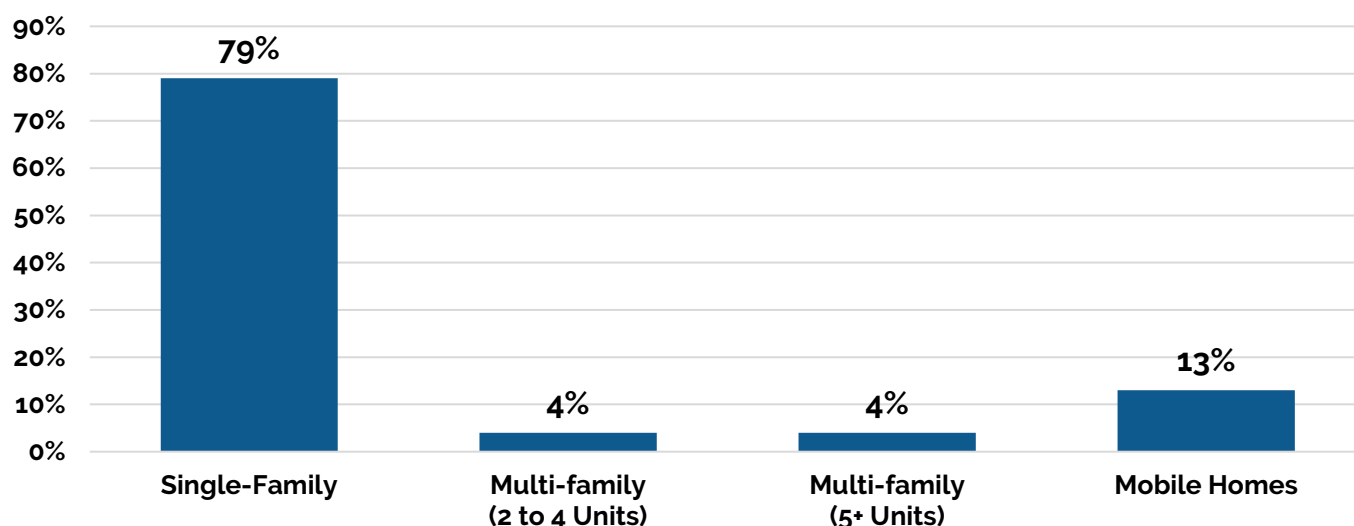
Figure 2-3 shows the breakdown of housing units by type in 2018. As shown in the figure, nearly four out of every five housing units in Shasta Lake are single family units and less than 10 percent are multifamily units. Figure 2-4 shows the number of housing units in the City from 2010 to 2018.

Table 2-8: Household Stock by Type

Type	2000		2010		2018		% Change 2000-'18
	Units	% of Total	Units	% of Total	Units	% of Total	
Single Family	2,920	78%	3,313	79%	3,353	79%	15%
2 to 4 Units	237	6%	157	4%	157	4%	-34%
5+ Units	114	3%	164	4%	164	4%	44%
Mobile Homes	496	13%	575	14%	567	13%	14%
Total	3,767	100%	4,209	100%	4,241	100%	13%

Source: HCD Pre-approved Data Package; California Department of Finance, 2019.

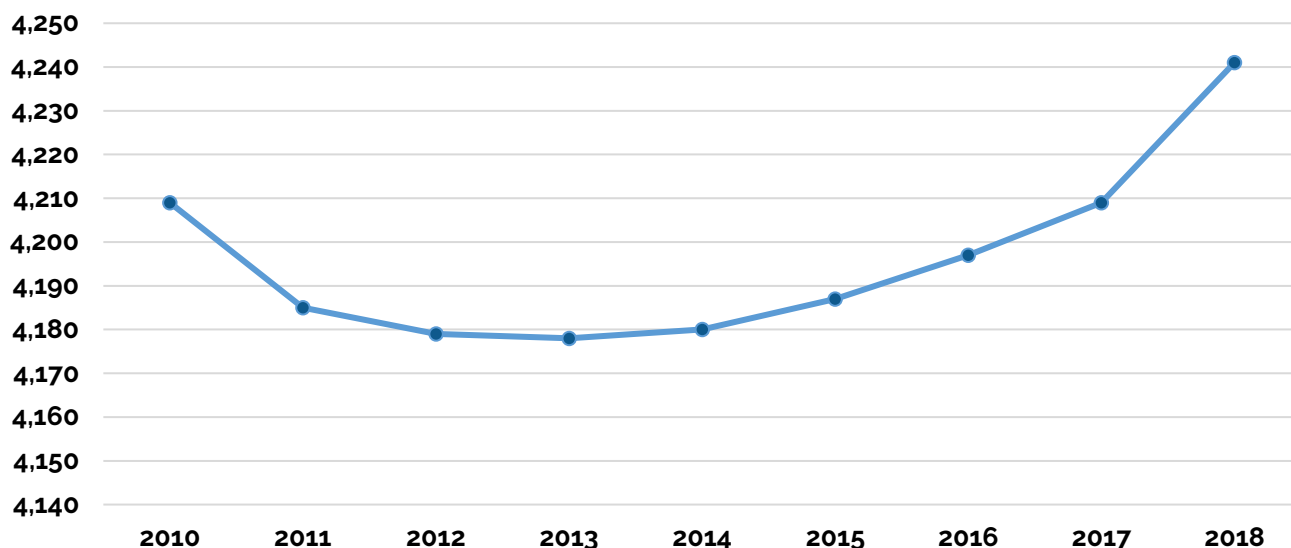
Figure 2-3: Housing Units by Type



Source: State of California, Department of Finance, E-5 Population and Housing Estimates, 2018



Figure 2-4: Housing Units



Source: State of California, Department of Finance, E-5 Population and Housing Estimates

2.1.4.2 Vacancy Rates

According to the California Department of Housing and Community Development (HCD), the desired vacancy rates necessary to provide a stable housing environment are approximately 2 percent for the for-sale housing and 5 percent for rental housing. Table 2-9 provides a detailed breakdown of the types of vacant units in Shasta Lake and California. Based on the 2013-2017 American Community Survey, the for-sale vacancy rate was 1 percent in the city as well as statewide. The rental vacancy rate was 1 percent in the city and 2 percent statewide. Overall, the breakdown of vacant units by type were similar in the city as statewide.

Table 2-9: Vacant Units by Type

Vacancy Status	Shasta Lake		California	
	Units	% of Total	Units	% of Total
For Rent	23	1%	220,686	2%
For Sale Only	30	1%	83,339	1%
Rented or Sold; Not Occupied	27	1%	109,630	1%
For Seasonal; Recreational; or Occasional Use	81	2%	383,658	3%
Other Vacant	127	3%	310,858	2%
Total Vacant Housing Units	288	7%	1,108,171	8%
Total Housing Units	4,040	100%	13,911,737	100%

Source: 2013-2017 American Community Survey (5-year estimates).

2.1.4.3 Tenure

Tenure (how many units are owner versus renter occupied) is a measure of the rates of homeownership in a jurisdiction. Tenure for type of unit and number of bedrooms can help estimate demand for a diversity of housing types. Tenure is a significant data point because home equity is the largest single source of household wealth for most Americans. As shown in Table 2-10, the homeownership rates in Shasta Lake and statewide declined from 2017 to 2010 following the recession.

Table 2-10: Tenure

Occupancy Type	Shasta Lake				California			
	2010		2017		2010		2017	
Owner-Occupied Units	2,787	74%	2,368	62%	7,112,050	57%	7,024,315	55%
Renter-Occupied Units	956	26%	1,448	38%	5,280,802	43%	5,863,813	45%

Source: 2013-2017 American Community Survey (5-year estimates).

Table 2-11 shows the average household size for Shasta Lake, Shasta County, and California. Average household size is a function of the number of people living in households (the population in group quarters is not counted) divided by the number of occupied housing units. In 2017 the average persons per household in Shasta Lake was 2.65 persons, which is lower than the statewide average of 2.96 persons, but higher than the countywide average of 2.49 persons. These differences are likely attributed to the relative availability of land in county and rural character. Both Shasta Lake and Shasta County had a decrease in average persons per household from 2010 to 2017.

There are also noticeable differences in the average persons per household in owner-occupied units compared to renter-occupied units. Because renters tend to have lower incomes and are more likely to be in a transitional stage in life, they seek lower rental rates. The majority of the housing stock in Shasta County is single-family homes, which renters can "bunk-up" and share bedrooms to reduce rental costs.

Table 2-11: Average Household Size by Tenure

Household Size	Shasta Lake		Shasta County		California	
	2010	2017	2010	2017	2010	2017
Persons Per Household	2.69	2.65	2.52	2.49	2.89	2.96
Household Size: Owner-Occupied Units	2.66	2.60	2.54	2.46	2.97	3.00
Household Size: Renter-Occupied Units	2.80	2.72	2.50	2.55	2.79	2.91

Source: 2013-2017 American Community Survey (5-year estimates); 2012-2016 American Community Survey (5-year estimates)

2.1.4.4 Overcrowded Housing

The U.S. Census defines an overcrowded unit as one occupied by 1.01 persons or more per room (excluding bathrooms and kitchens). Units with more than 1.5 persons per room are considered severely overcrowded. Overcrowding increases health and safety concerns and stresses the condition of the housing stock and infrastructure. Overcrowding is strongly related to household size, particularly for large households and especially very large households and the availability of suitably sized housing. Overcrowding impacts both owners and renters; however, renters are generally more significantly impacted.



A typical home might have a total of five rooms (three bedrooms, living room, and dining room). If more than five people were living in the home, it would be considered overcrowded. There is some debate about whether units with larger households where seven people might occupy a home with six rooms should really be considered overcrowded. Nonetheless, units with more than 1.5 persons per room are considered severely overcrowded and should be recognized as a significant housing problem. Overcrowding in households typically results from either a lack of affordable housing (which forces more than one household to live together) and/or lack of available housing units of adequate size.

While family size and tenure are critical determinants in overcrowding, household income also plays a strong role in the incidence of overcrowding. As a general rule, overcrowding levels tend to decrease as income rises, especially for renters.

Table 2-12 compares occupants per room by tenure in Shasta Lake and California in 2017. Regarding owner-occupied units, the proportion of overcrowded units were similar citywide and statewide. However, there are higher proportions of overcrowded rental units statewide compared to in Shasta Lake. These differences are likely attributed to the relatively lower rental rates and greater availability of land in Shasta Lake.

Table 2-12: Overcrowding

	Shasta Lake		California	
	Units	% of Total	Units	% of Total
Overcrowded Units				
Owner-Occupied	79	2%	279,395	2%
Renter-Occupied	90	2%	777,184	6%
Total Overcrowded Units	169	4%	1,056,579	8%
Severely Overcrowded Units				
Owner-Occupied	41	1%	70,899	1%
Renter-Occupied	28	1%	296,058	2%
Total Severely Overcrowded Units	69	2%	366,957	3%
Total Units	3,816	100%	12,888,128	100%

Source: 2013-2017 American Community Survey (5-year estimates).

2.1.4.5 Housing Conditions

The U.S. Census provides limited data to infer the condition of Shasta Lake's housing stock. Because housing stock age and condition are generally correlated, the age of a community's housing stock indicates housing condition. Table 2-13 shows the decade in which units were built for housing units in Shasta Lake and California in 2017. As shown in the table, Shasta Lake's housing stock is relatively newer than California's housing stock, with a greater proportion of houses built in 1990 or later. In 2017, 31 percent of the housing stock in the city was less than 30 years old, compared to 25 percent of housing statewide. The median year that housing in Shasta Lake was built is 1980; statewide the average is 1974.

Table 2-13: Age of Housing Stock

Year Built	Shasta Lake		California	
	Units	% of Total	Units	% of Total
Built 2014 or later	45	1%	83,366	1%
Built 2010 to 2013	12	0%	203,659	1%
Built 2000 to 2009	576	14%	1,615,173	12%
Built 1990 to 1999	640	16%	1,527,242	11%
Built 1980 to 1989	759	18%	2,137,731	15%
Built 1970 to 1979	768	19%	2,496,506	18%
Built 1960 to 1969	392	10%	1,876,273	13%
Built 1950 to 1959	445	11%	1,906,691	14%
Built 1940 to 1949	229	6%	852,988	6%
Built 1939 or earlier	238	6%	1,296,670	9%

Source: 2013-2017 American Community Survey (5-year estimates).

Some housing units were also built as a temporary use for workers constructing Shasta Dam, i.e., shelter for just a few years. The previous Housing Element also reported that a review of existing housing conditions found units without a foundation or a poor foundation, as well as minimum electrical and substandard construction according to the Building Division. In 2009 the City identified 309 units in need of rehabilitation or replacement. The housing element includes programs addressing housing rehabilitation for both single-family and multifamily uses.

2.1.5 HOUSING AFFORDABILITY

2.1.5.1 Housing Cost Burdens

This section provides an analysis of the proportion of households "overpaying for housing." Current standards measure housing cost in relation to gross household income: households spending more than 30 percent of their income, including utilities, are generally considered to be overpaying or cost burdened. Severe overpaying occurs when households pay 50 percent or more of their gross income for housing. Lower-income households are defined as those that earn 80 percent or less of the area median income.

Table 2-14 shows the State of the Cities Data Systems: Comprehensive Housing Affordability Strategy (SOCDS CHAS) special tabulation data from the 2012-2016 American Community Survey regarding the percentage of households with a moderate housing cost burden (greater than 30 percent) and severe cost burden (greater than 50 percent) by income group and tenure for Shasta Lake and California. As shown in the table, 37.8 percent of all households in the city had a moderate housing cost burden in 2016, compared to 41.0 percent of all households statewide. Housing cost burdens were more severe for households with lower incomes. Among lower-income households (incomes less than or equal to 80 percent of the area median income), 67.6 percent of households in Shasta Lake had a moderate housing cost burden in 2016 compared to just 13.6 percent of non-lower-income households. The percentage of lower-income households with a moderate housing cost burden in the county is about the same as statewide (68.5 percent).



The housing cost burden was generally higher among renter households in Shasta Lake in 2016. For example, 74.5 percent of lower-income renter households paid 30 percent or more of their monthly incomes for housing costs, compared to 59.4 percent of lower-income owner households.

Table 2-14: Housing Cost Burden by Household Income Classification

	Shasta Lake			California		
	Owners	Renters	Total	Owners	Renters	Total
Household Income <= 80% Median Family Income (MFI)						
Total Households	715	940	1665	2,201,440	3,704,615	5,906,055
Number w/ Cost Burden > 30%	425	700	1125	1,320,335	2,727,260	4,047,595
Percent w/ Cost Burden > 30%	59.4%	74.5%	67.6%	60.0%	73.6%	68.5%
Number w/ Cost Burden > 50%	250	455	705	799,675	1,571,470	2,371,145
Percent w/ Cost Burden > 50%	35.0%	48.4%	42.3%	36.3%	42.4%	40.1%
Household Income > 80% MFI						
Total Households	1465	580	2045	4,727,570	2,173,765	6,901,335
Number w/ Cost Burden > 30%	174	105	279	895,675	303,770	1,199,445
Percent w/ Cost Burden > 30%	11.9%	18.1%	13.6%	18.9%	14.0%	17.4%
Number w/ Cost Burden > 50%	4	0	4	153,780	21,770	175,555
Percent w/ Cost Burden > 50%	0.3%	0.0%	0.2%	3.3%	1.0%	2.5%
Total Households						
Total Households	2180	1520	3710	6,929,010	5,878,380	12,807,390
Number w/ Cost Burden > 30%	599	805	1404	2,216,010	3,031,030	5,247,040
Percent w/ Cost Burden > 30%	27.5%	53.0%	37.8%	32.0%	51.6%	41.0%
Number w/ Cost Burden > 50%	254	455	709	953,455	1,593,240	2,546,700
Percent w/ Cost Burden > 50%	11.7%	29.9%	19.1%	13.8%	27.1%	19.9%

Source: HCD Pre-approved Data Package; HUD SOCDs; Comprehensive Housing Affordability Strategy (CHAS) database using 2012-2016 American Community Survey (5-year estimates).

2.1.5.2 Ability to Pay for Housing

Housing affordability can be inferred by comparing the cost of renting or owning a home in Shasta Lake with the presumed maximum affordable housing costs for households at different income levels. This information can provide a picture of who can afford what size and type of housing. It can also indicate the type of households that would likely experience overcrowding or overpayment.

The following section compares the cost limits for affordable owner and rental housing by income limit as defined by the California Health and Safety Code. The State income limits are used in affordable housing programs and projects. Because above moderate-income households do not generally have problems locating affordable units, affordable housing is usually defined as units that are reasonably priced for low- and moderate-income households. The list below shows the definition of housing income limits as they are applied to housing units in Shasta Lake.

- **Extremely Low-Income Household** is one whose combined income is between the floor set at the minimum Supplemental Security Income (SSI) and 30 percent of the area median income (AMI).
- **Very Low-Income Household** is one whose combined income is between 31 and 50 percent of the AMI.
- **Low-Income Household** is one whose combined income is at or between 51 percent to 80 percent of the AMI.
- **Moderate-Income Household** is one whose combined income is at or between 81 percent to 120 percent of the AMI.
- **Above Moderate-Income Household** is one whose combined income is above 120 percent of the AMI

According to HCD, the median family income for a four-person household in Shasta County was \$64,800 in 2019. Income limits for larger or smaller households were higher or lower, respectively, and are calculated by HCD (see Table 2-15).

Table 2-16 shows the 2019 State household income limits for Shasta County by the number of persons in the household for the income categories discussed above. The table also shows maximum affordable monthly rents and maximum affordable purchase prices for homes. For example, a three-person household was classified as low-income (below 80 percent of median) with an annual income of up to \$46,700 in 2019. A household with this income could afford to pay a monthly gross rent (including utilities) of up to \$1,168 or to purchase a house priced at \$188,633 or less.

Table 2-17 shows HUD-defined fair market rent levels (FMR) for the Redding Metropolitan Statistical Area (MSA) for fiscal year 2020. In general, the FMR for an area is the amount that would be needed to pay the gross rent (shelter rent plus utilities) of privately-owned, decent, safe, and sanitary rental housing of a modest nature with suitable amenities. HUD uses FMRs for a variety of purposes: FMRs determine the eligibility of rental housing units for the Section 8 Housing Choice Voucher Program; Section 8 Rental Voucher program participants cannot rent units with rents that exceed the FMRs; and FMRs also serve as the payment standard used to calculate subsidies under the Rental Voucher program.

As previously stated, a three-person household classified as low-income (between 51 and 80 percent of median) with an annual income of up to \$46,700 could afford to pay \$1,168 monthly gross rent (including utilities). The 2020 FMR for a two-bedroom unit in Shasta County was \$966. Therefore, HUD assumes that a low-income household could afford to rent a unit at the FMR level, pending the availability of such a unit for rent.

Table 2-15: State Income Limits

Income Categories	Maximum Income by Persons per Household				
	1	2	3	4	5
Extremely Low-Income (30%)	\$13,650	\$16,910	\$21,330	\$25,750	\$30,170
Very Low-Income (50%)	\$22,700	\$25,950	\$29,200	\$32,400	\$35,000
Low-Income (80%)	\$36,300	\$41,500	\$46,700	\$51,850	\$56,000
Median-Income (100%)	\$45,350	\$51,850	\$58,300	\$64,800	\$70,000
Moderate-Income (120%)	\$54,450	\$62,200	\$70,000	\$77,750	\$83,950

Source: California Department of Housing and Community Development, 2019



However, a three-person household classified as very low-income (between 31 and 50 percent of median) with an annual income of up to \$29,200 could afford to pay only \$730 for monthly gross rent. This household could not afford the FMR rent of \$966 for a two-bedroom unit. Households with incomes below 50 percent of median would have even less income to spend on rent.

Table 2-16: Ability to Pay for Housing

Number of Persons	1	2	3	4	5
Extremely Low-Income Households at 30% of 2019 Median Family Income					
Income Level	\$13,650	\$16,910	\$21,330	\$25,750	\$30,170
Max. Monthly Gross Rent ²	\$341	\$423	\$533	\$644	\$754
Max. Purchase Price ³	\$55,136	\$68,304	\$86,157	\$104,011	\$121,864
Very Low-Income Households at 50% of 2019 Median Family Income					
Income Level	\$22,700	\$25,950	\$29,200	\$32,400	\$35,000
Max. Monthly Gross Rent ²	\$568	\$648	\$730	\$810	\$875
Max. Purchase Price ³	\$91,691	\$104,617	\$117,946	\$130,872	\$141,374
Low-Income Households at 80% of 2019 Median Family Income					
Income Level	\$36,300	\$41,500	\$46,700	\$51,850	\$56,000
Max. Monthly Gross Rent ²	\$908	\$1,038	\$1,168	\$1,296	\$1,400
Max. Purchase Price ³	\$146,625	\$167,629	\$188,633	\$209,435	\$226,198
Median-Income Households at 100% of 2019 Median Family Income					
Income Level	\$45,350	\$51,850	\$58,300	\$64,800	\$70,000
Max. Monthly Gross Rent ²	\$1,134	\$1,296	\$1,458	\$1,620	\$1,750
Max. Purchase Price ³	\$183,180	\$209,435	\$235,489	\$261,744	\$282,748
Moderate-Income Households at 120% of 2019 Median Family Income					
Income Level	\$54,450	\$62,200	\$70,000	\$77,750	\$83,950
Max. Monthly Gross Rent ²	\$1,588	\$1,814	\$2,042	\$2,268	\$2,449
Max. Purchase Price ³	\$256,594	\$293,115	\$329,873	\$366,394	\$395,612

Notes:

1 Based on 2015 HCD income limits.

2 Assumes that 30 percent of income is available for either: monthly rent, including utilities; or mortgage payment, taxes, mortgage insurance, and homeowners insurance.

3 Assumes 96.5 percent loan at 4.5 percent annual interest rate and 30-year term; assumes taxes, mortgage insurance, and homeowners insurance account for 21 percent of total monthly payments.

Source: California Department of Housing and Community Development, 2019; and Mintier Harnish, 2019.

Table 2-17: HUD Fair Market Rent

Bedrooms in Unit	FY 2020 Fair Market Rent (FMR)
Efficiency	\$630
1 Bedroom	\$744
2 Bedrooms	\$966
3 Bedrooms	\$1,394
4 Bedrooms	\$1,721

Source: U.S. Department of Housing and Urban Development, Final FY 2020 Redding, CA MSA.

2.1.5.3 Affordable Housing by Income/Occupation

Table 2-18 shows an abbreviated list of occupations and annual incomes for residents in Shasta Lake, such as registered nurses, janitors, schoolteachers, police officers, and minimum wage earners. The table shows the amounts that households at these income levels could afford to pay for rent as well as the purchase prices they could afford to buy a home.

Many households with a single wage earner would have difficulty purchasing a home in Shasta Lake, where the median sales price for homes was \$ 211,500 in November 2019 (according to Zillow). A preschool teacher in Shasta Lake could afford a home costing an estimated \$112,768. An administrative assistant could afford a home costing around \$156,307. Households with two wage earners would have an easier time finding a home in their price range in the city. For example, a household comprised of a registered nurse and waitress in Shasta Lake could afford to pay approximately \$523,395 for a home.

Of particular interest are those households with limited incomes, such as minimum wage earners or individuals on Supplemental Security Income (SSI). The FMR for a one-bedroom unit is \$744, and \$630 for a studio. An individual earning minimum wage could afford to pay only \$600 monthly for housing expenses, and an SSI recipient \$231. These individuals would not be able to afford gross rent for a one-bedroom unit or a studio at fair market rent.



Table 2-18. Affordable Rents and Purchase Prices by Income and Occupation

	Average Annual Income	Affordable Monthly Gross Rent ¹	Affordable House Price ²
Occupations and Households			
Customer Service Reps.	\$36,587	\$915	\$147,784
Lawyer	\$116,514	\$2,913	\$470,630
Cooks, Restaurant	\$29,704	\$743	\$119,982
Police and Sheriff's Patrol Officer	\$102,270	\$2,557	\$413,095
Registered Nurse (RN)	\$103,806	\$2,595	\$419,299
Computer Programmer	\$105,953	\$2,649	\$427,971
Farmworkers and Laborers	\$64,187	\$1,605	\$259,268
Janitor	\$28,661	\$717	\$115,769
Waiters and Waitresses	\$25,771	\$644	\$104,096
Carpenter	\$53,413	\$1,335	\$215,749
Postal Service Mail Carrier	\$54,983	\$1,375	\$222,090
Preschool Teacher	\$27,918	\$698	\$112,768
Elementary School Teacher	\$66,010	\$1,650	\$266,631
Librarian	\$58,430	\$1,461	\$236,014
Office & Administrative Support	\$38,697	\$967	\$156,307
Two Wage Earners			
Registered Nurse and Waitress	\$129,577	\$3,239	\$523,395
Preschool Teacher & Police	\$130,188	\$3,255	\$525,863
Cook and Librarian	\$88,134	\$2,203	\$355,996
Minimum Wage Earners (\$12.00 per hour)			
Single Wage Earner	\$24,000	\$600	\$96,942
Two Wage Earners	\$48,000	\$1,200	\$193,884
SSI (Aged or Disabled)			
One-per. household w/ SSI only	\$9,252	\$231	\$37,371
Couple with SSI only	\$13,884	\$347	\$56,081

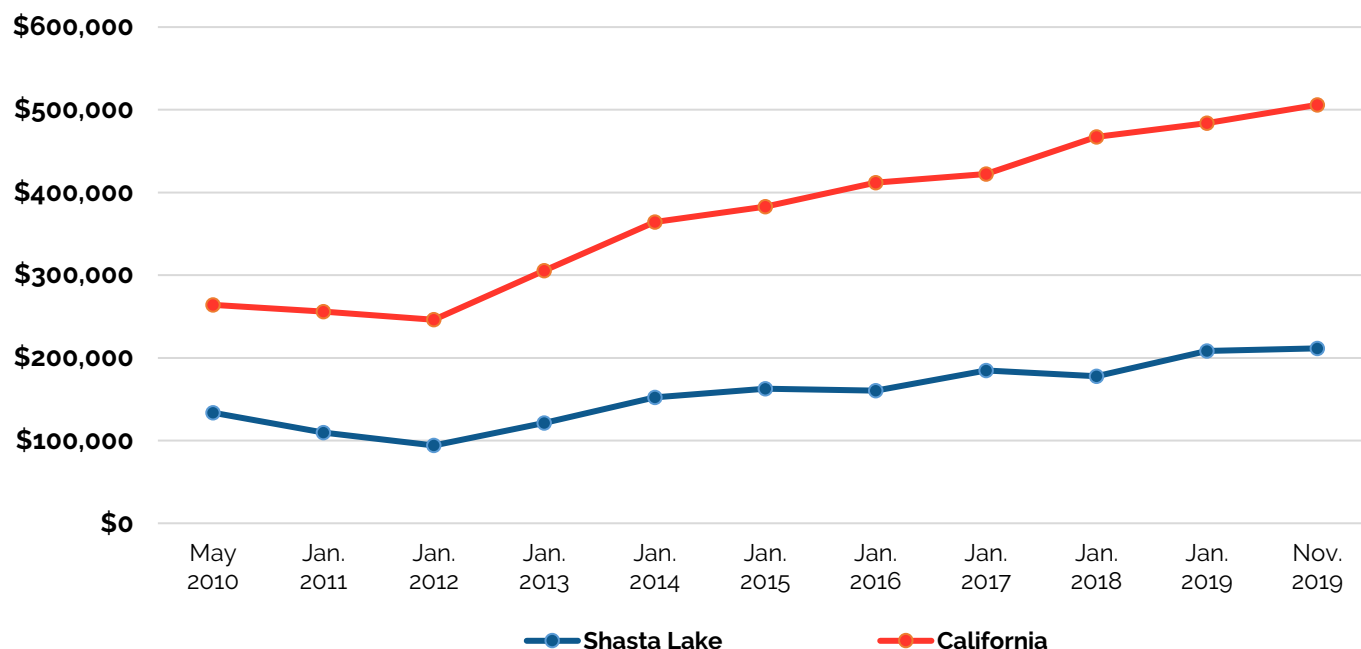
Notes: 1 Assumes that 30 percent of income is available for either: monthly rent, including utilities; or mortgage payment, taxes, mortgage insurance, and homeowners insurance.

2 Assumes 96.5 percent loan at 4.5 percent annual interest rate and 30-year term; assumes taxes, mortgage insurance, and homeowners insurance account for 21 percent of total monthly payments.

Source: California Employment Development Department, American Labor Market Information System (LMIS) 2019; U.S. Social Security, 2019 Housing Values

Between 2010 to 2012, housing prices decreased, which reflects the nationwide recession. Since 2012, housing prices in the Shasta Lake and statewide have increased steadily each year. Figure 2-5 shows median home price sales price in Shasta Lake and California from May 2010 to November 2019. Since January 2012, the median home sale price in Shasta Lake increased by 124.8 percent from a low of \$94,100 to a high of \$212,000 in November 2019. Similarly, the statewide median home sales price increased by 105.6 percent from \$246,100 in January 2012 to \$554,900 in November 2019,

Figure 2-5: Median Home Sales Prices



Source: Zillow, 2019

The median list price in Shasta Lake continues to be below that of the statewide average (\$196 versus \$321/square foot). The city's median monthly rent price of \$1,346 is lower than the state's median monthly rent of \$2,652. Median list and sale prices, as well as monthly rental prices are in Table 2-19.

Table 2-19: Median Housing and Rental Price

Category	Shasta Lake	California
Median Residence List Price	\$257,050	\$540,000
Median Residence List Price Per Square Foot	\$196	\$321
Median Residence Sale Price	\$211,500	\$506,000
Median Rental Price	\$1,346	\$2,652

Source: Zillow.com; 2019

2.1.5.4 Average Monthly Rents

Table 2-20 shows the average monthly rents for apartments and homes in Shasta Lake based on internet rental listings in December of 2019. Average monthly rents are roughly equal to or slightly lower than the HUD fair market rents shown in Table 2-17 on page 25. At these rent levels, a 1-bedroom apartment (average \$756 monthly rent) would likely be unaffordable for a two-person very low-income household (can afford \$648 monthly rent and utilities). The two-bedroom apartment rental (\$615 monthly rent) is possibly affordable for a three-person very low-income household depending on the utility costs (can afford \$730 monthly rent and utilities). Though an average four-bedroom single-family home (\$2,698) would not be affordable to a low-income family of five (can afford \$1,400 monthly rent and utilities), a four-bedroom apartment was listed for \$785.

Table 2-20: Monthly Rental Prices

Unit Type	Average Rent	Number of Listings
1-Bedroom, 1 Bath Apartment	\$756	4
2-Bedroom, 1 Bath Apartment	\$615	1
2-Bedroom, 1 Bath Single Family Home	\$1,285	2
3-Bedroom, 2 Bath Apartment	\$730	1
3-Bedroom, 2 Bath Single Family Home	\$1,492	13
4-Bedroom, 2 Bath Apartment	\$785	1
4-Bedroom, 2 Bath Single family Home	\$2,698	2

Source: Craigslist.org, Apartments/Housing for Rent, December 2019, January 2020, and March 2020; zillow.com, Rental Listings in Shasta Lake, January 2020 and March 2020

2.1.6 SPECIAL HOUSING NEEDS

Within the general population there are several groups of people who have special housing needs. These needs can make it difficult for members of these groups to secure suitable housing. The following subsections discuss these special housing needs of six groups identified in State housing element law (Cal. Gov't Code § 65583(a)(7): elderly; persons with disabilities, including developmental disabilities; large families; farmworkers; families with female heads of household; and families and persons in need of emergency shelter.

2.1.6.1 Homeless Persons

California's homeless crisis continues to rise as one of the leading concerns in the state. Most families become homeless because they are unable to afford housing in a particular community. Nationwide, about half of those experiencing homelessness over the course of a year are single adults. Most enter and exit the system fairly quickly. The remainder essentially live in the homeless assistance system, or in a combination of shelters, hospitals, the streets, jails, and prisons. There are also single homeless people who are not adults, including runaway and "throwaway" youth (children whose parents will not allow them to live at home).

Not all homeless persons are the same, but many fall within several categories: those with developmental or cognitive disabilities, alcohol and drug users, elderly, runaways and abandoned youths, single women with children who are fleeing domestic violence, individuals and families who have recently lost jobs and are unable to make ends meet, as well as the working poor who have jobs but whose income is insufficient to afford housing. Although each category has different specific needs, the most urgent need is for emergency shelter and case management (i.e., help with accessing needed services). Emergency shelters have minimal supportive services for homeless persons, and are limited to occupancy of six months or less by a homeless person. No individual or household can be denied emergency shelter because of inability to pay.

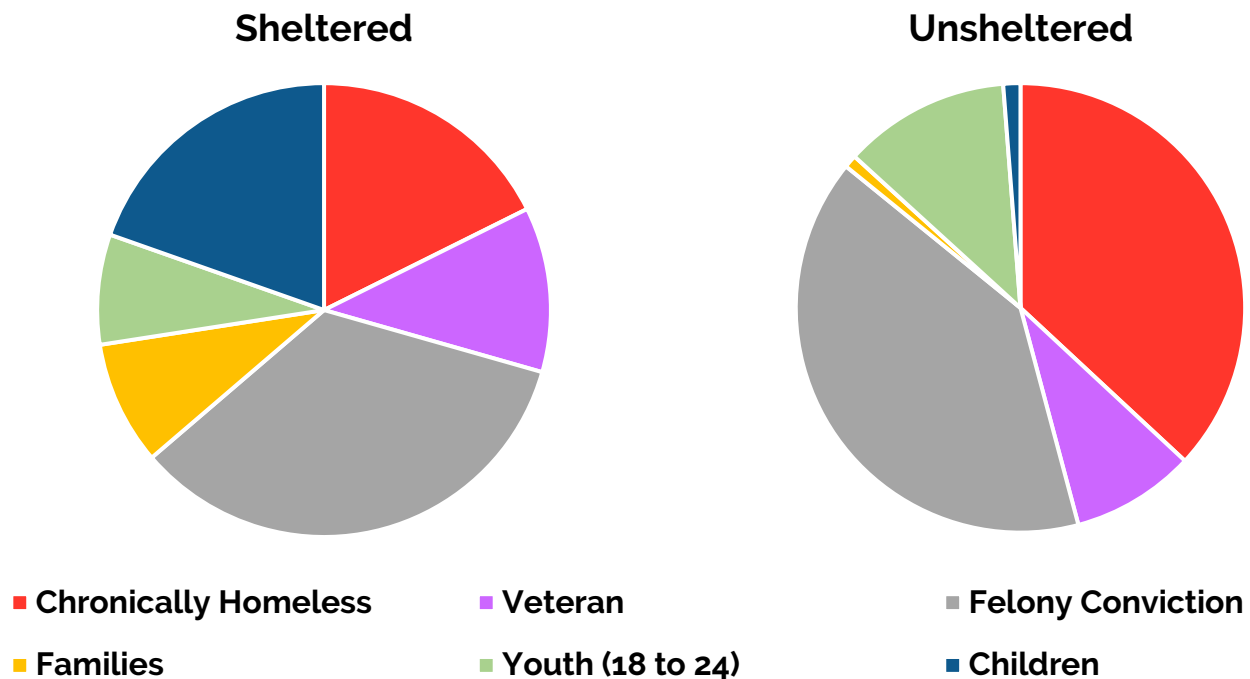
Measuring the number of homeless individuals is a difficult task, in part because in most cases, homelessness is a temporary, not permanent, condition. Therefore, a more appropriate measure of the magnitude of homelessness is the number of people who experience homelessness over time, not the exact number of homeless people at any given time. However, the most recent information available for the county is a "point-in-time" count of sheltered and unsheltered homeless persons.

According to the 2018 Annual Homeless Assessment Report (AHAR) to Congress prepared by HUD, there were nearly 130,000 homeless people both sheltered and unsheltered in California, based on a point-in-time count conducted in January 2018. This figure far surpassed other states, including New York with 92,000. Of California's total, 89,543 people were unsheltered, meaning they were not living in an emergency shelter or similar residence but were instead found on the street, in a vehicle or abandoned building.

The [Shasta County Community Action Agency](#) provides the point-in-time count for the counties of Del Norte, Lassen, Modoc, Plumas, Shasta, Sierra and Siskiyou including all cities in those counties. While there is not a point-in-time count for Shasta Lake, the 2019 point-in-time count found 827 homeless persons in Shasta County, which is a 19.5 percent increase from the 2018 count of 692. Among the 827 persons counted in Shasta County, Figure 2-6 below shows the breakdown of their self-identified demographic markers. (Each person had the option to identify with as few or as many of the demographic questions as they wanted.) No point-in-time data is available specific to the City of Shasta Lake. There are approximately 10 homeless individuals in Shasta lake.

An individual is considered chronically homeless if he/she has been has had at least four separate occasions of homelessness in the past three years where the combined total length of time is at least 12 months or has a disability and has been continuously homeless for a year. Among the 827 homeless persons counted in Shasta County, 156 identified as chronically homeless.

Figure 2-6: Median Home Sales Prices



Source: [Shasta County Community Action Agency, 2019 Annual Pit Report, NorCal Emergency Shelters, Transitional, and Supportive Housing](#)

While Shasta Lake does not presently operate any homeless shelters or provide any transitional housing services, Shasta County collaborates with various local agencies and the City of Redding, and funnels financial support through departmental budgets such as the Social Services Department, the Department of Housing, the Public Health Department, and the Mental Health Department. Table 2-21 outlines the emergency shelters, transitional-housing providers, and permanent supportive housing providers that offer services in the county.

Additionally, the Shasta Community Health Center (SCHC), a 501(c) Federally Qualified Health Center, provides primary medical and mental healthcare services to the medically underserved populations. Project Health Outreach for People Everywhere (HOPE) Mobile Health Program (also known as the HOPE Van) provides community health centers in Shasta Lake, Redding, and Anderson, including medical and mental health care services, dental, medication assisted therapy, case management, and referrals. In 2018, SCHC provided health care services to approximately 3,155 patients that identified as homeless.

Table 2-21: Emergency Shelters, Transitional, and Supportive Housing for Homeless Persons

Provider	Location	Client Type	Beds
Emergency Shelter			
Good News Rescue Mission—House of Hope	Redding	Women and children	105
Good News Rescue Mission—Men's Shelter	Redding	Single men	202 ¹
One Safe Place—Emergency Shelter	Redding	Single persons and children affected by domestic violence and sexual assault	13 rooms, 50 beds total
Transitional Housing			
Visions of the Cross-Women's Residential Treatment Program	Redding	Single women affected by substance abuse	32 beds
Visions of the Cross—Men's Residential Treatment Program	Redding	Single men affected by substance abuse	30 beds
Visions of the Cross- Recovery Residence/ Transitional Housing	Redding		100 beds
FaithWorks Community Coalition—Francis Court	Redding	Homeless families	12 units
FaithWorks Community Coalition—Francis Court II	Redding	Families	4 units
FaithWorks Community Coalition—House of Cornelius	Redding	Homeless Veterans	4 units
Permanent Supportive Housing			
Northern Valley Catholic Social Service	Redding	Seniors, families, and persons with developmental disabilities or mental health challenges	43 units; 27 subsidized rent units ²

Note: 1 Includes overflow

Note 2 Includes one senior housing complex with 24 units; 20 rent subsidies for those with mental health challenges and facing chronic homelessness; seven rent subsidies for those on parole and facing (or at risk of) homelessness; 19 units available for those with mental health challenges and facing homelessness.

Source: Good News Rescue Mission, 2019; One Safe Place – Sierra Center, 2019



2.1.6.2 Senior Households

Seniors, defined as ages 65 years and older, often face unique housing problems. Seniors are often “over-housed,” living alone or as couples, in three- or four-bedroom houses that are too large for them to maintain adequately. While many may own their homes outright, fixed retirement incomes may not always be adequate to cover rising utility rates and insurance. Also, many senior homeowners do not have sufficient savings to finance the necessary repair costs. This is a situation commonly described as “house-rich and cash-poor.”

Table 2-22 shows information on the number of seniors (persons ages 65 and over), the number of senior households, and senior households by tenure in Shasta Lake and California in 2017. As discussed in Section 2.1.1.1 on Age, Shasta Lake has a higher proportion of seniors compared to California. Shasta Lake also has a higher rate of home ownership (see Section 2.1.4.3 on tenure). These trends are reflected in the table below where seniors represented 16 percent of the population in Shasta Lake in 2017 compared to 13 percent statewide. Senior households represented 27 percent of all households in Shasta Lake, compared to 23 percent statewide.

Table 2-22: Senior Population and Households

Shasta LakeCalifornia				
Population				
Total Population	10,125	100%	38,982,847	100%
Persons 65 years and over	1,582	16%	5,148,448	13%
Households				
Total Households	3,816	100%	12,888,128	100%
Owner	2,366	62%	7,088,470	55%
Renter	1,450	38%	3,260,696	46%
Senior-Headed Households	1,020	27%	2,930,414	23%
Owner	825	81%	2,140,123	73%
Renter	195	19%	790,291	27%
Senior Demographics				
Seniors as % of all Households	--	27%	--	23%
% of Owner Households Headed by a Senior	--	35%	--	30%
% of Renter Households Headed by a Senior	--	13%	--	24%

Source: 2013-2017 American Community Survey (5-year estimates)

There are several programs and services for the senior citizens in Shasta County, including Compass, Experience Works, Golden Umbrella, Legal Services of Northern California – Senior Legal Hotline, Senior Citizens of Shasta County, Shasta County Adult Protective Services, Shasta County Health and Human Services Agency, Shasta County In-Home Support Services, Shasta County Public Guardian, and Shasta Senior Nutrition Program.

2.1.6.3 Farmworkers

Farmworkers and day laborers are an essential component of California's agriculture industry. Farmworker households are often comprised of extended family members or single male workers and, as a result, many farmworker households tend to have difficulties securing safe, decent, and affordable housing. Far too often in California farmworkers are forced to occupy substandard homes or live in overcrowded situations. Additionally, farmworker households tend to have high rates of poverty, live disproportionately in housing that is in the poorest condition, have very high rates of overcrowding, and have low homeownership rates.

Migrant farmworkers as a group consists of individuals who travel not only across county lines but also from one major geographic region of California to another to find work. Travel for work prevents them from returning to their primary residence every evening. Many migrant farmworkers are single males, most of whom are married and migrate alone to support their families who live at home base. However, there are many migrant families who have more than one employed member.

When workloads increase during harvest periods, the labor force is supplemented by seasonal labor, often supplied by a labor contractor. Non-migrant seasonal farmworkers consist of individuals who work only during a harvest season, and who are able to return to their primary residence every evening. This group, which includes cannery workers, is fairly significant, comprising more than half of all farmworkers in the state.

Permanent farmworkers comprise the smallest group of individuals employed in agriculture. Permanent farmworkers are employed year-round, usually by one employer in the agricultural industry. This group generally lives in rural areas in permanent housing provided by the grower.

Determining the number of farmworkers in a region is difficult due to the variability of the definitions used by government agencies and other characteristics of the farming industry, such as seasonal workers who migrate from place to place. Although government databases do not track farmworkers in the city of Shasta Lake specifically, the United States Department of Agriculture (USDA) provides data on farmworkers countywide.

The USDA Census of Agriculture reported 642 farmworkers in Shasta County in 2017 (Table 2-23). Of this figure, 225 farmworkers worked 150 days or more and 417 worked fewer than 150 days. The USDA Census of Agriculture also reported 76 hired migrant farmworkers in 2017, 19 on farms with hired labor and 57 on farms without. No information is available specific to Shasta Lake.



Table 2-23: Farmworkers

Type of Farm Labor	Number of Workers
Hired Farm Labor	642
Workers by Days Worked - 150 Days or More	225
Workers by Days Worked - Less than 150 Days	417
Hired Migrant Farm Labor on Farms with Hired Labor	19
Hired Migrant Farm Labor on Farms without Hired Labor (Contract Only)	57

Source: U.S. Census of Agriculture, 2018

Farmworkers have special housing problems due to seasonal income fluctuations, very low incomes, and substandard housing conditions found in most units available to this segment of the population. Housing for migrant and seasonal farmworkers requires affordability and flexibility to accommodate these special needs. For seasonal and migrant farmworkers, housing needs to be affordable at extremely low-incomes and to provide large units to accommodate larger families.

While housing for farmworkers is most convenient when located on or adjacent to farms, housing that is affordable at very low-income levels tends to be more feasible in cities. Housing in cities, with services located nearby, may also be more suitable for seasonal farmworkers whose families live with them. Since many of these types of workers receive housing on private farms, separately from governmental programs, it is difficult to assess supply and demand.

2.1.6.4 Persons with Disabilities

Persons with disabilities typically have special housing needs because of their physical and/or developmental capabilities, fixed or limited incomes, and higher health costs associated with their disabilities. A disability is defined broadly by the Census Bureau as a physical, mental, or emotional condition that lasts over a long period of time and makes it difficult to live independently. While there is limited data available on the housing needs of persons with disabilities in Shasta Lake, data on the number of persons with disabilities and the types of these disabilities is useful in inferring housing needs. The 2017 American Community Survey (5-year estimates) defines six disabilities: hearing, vision, cognitive, ambulatory, self-care, and independent living.

Living arrangements for disabled persons depend on the severity of the disability. Many persons live independently with other family members. To maintain independent living, disabled persons may need special housing design features, income support, and in-home supportive services for persons with medical conditions. Special design and other considerations for persons with disabilities include single-level units, availability of services, group living opportunities, and proximity to transit. While regulations adopted by the State require all ground floor units of new apartment complexes with five or more units to be accessible to persons with disabilities, single family units have no accessibility requirements.

Many mentally disabled persons can live and work independently within a conventional living environment. However, more severely disabled individuals require a group living environment in which partial or constant supervision is provided by trained personnel. The most severely affected individuals may require an institutional environment in which medical attention and therapy are provided within the living environment.

Table 2-24 shows information from the 2013-2017 American Community Survey on the disability status and types of disabilities by age group for persons five years and older in Shasta Lake and California. As shown in the table, 17.6 percent of the total population in Shasta Lake five years and older had one or more disabilities in 2017, compared to 11.3 percent in California.

Table 2-24 also provides information on the exact nature of these disabilities. The total disabilities number shown for all age groups in Shasta Lake (3,257) exceeds the number of persons with disabilities (1,644) because a person can have more than one disability. Among school age children, the most frequent disabilities were cognitive (53.5 percent) and vision (22.0 percent). For persons aged 18 to 64 years, the most frequent disability was independent living difficulty (26.0 percent) followed by vision (22.6 percent). For seniors, ambulatory difficulty was the most frequent disability (27.1 percent), followed by hearing difficulty (22.7 percent).

In terms of the three age groups shown in Table 2-24, 6.9 percent of Shasta Lake's population 5 to 17 years of age, 23.9 percent of the population 18 to 64 years of age, and 87.3 percent of seniors (65 years and older) had one or more disabilities in 2017. These percentages are larger than those statewide. Across all age categories, Shasta Lake residents are more likely to have a disability (17.6 percent) than the population statewide (11.3 percent).

Supplemental Security Income (SSI) is a needs-based program that pays monthly benefits to persons who are 65 or older, blind, or have a disability. Seniors who have never worked or have insufficient work credits to qualify for Social Security (OASDI) often receive SSI benefits. SSI is the only source of income for a number of low-income seniors. The Social Security Administration provides data on SSI recipients by state and county.

Table 2-25 shows SSI recipients by category in Shasta County and California in 2017. In 2017 a total of 9,507 persons in Shasta County received SSI from the Federal government because they were aged, blind, or disabled, representing 5.31 percent of the total county population. California as a whole had a lower percentage of the total population that received SSI benefits at 3.12 percent. Of all SSI recipients, a lower percentage of seniors received SSI in Shasta County than in California as a whole (21.45 percent compared to 38.87 percent). However, persons 18 to 64 receiving SSI benefits made up a much higher percentage in Shasta County than statewide (72.78 percent compared to 44.93). Importantly, these numbers do not represent the thousands of others who also have special needs due to their height, weight, or mental or temporary disability from injury or illness, and whose conditions impede their ability to afford housing and to perform daily tasks within typical houses and apartments. With the maximum monthly benefit of \$783 as of 2020, SSI recipients are likely to have difficulty finding housing that fits within their budgets since they can afford to pay only \$235 for rent, as shown earlier in Table 2-18 (page 26).



	Average Annual Income	Affordable Monthly Gross Rent ¹	Affordable House Price ²
Occupations and Households			
Customer Service Reps.	\$36,587	\$915	\$147,784
Lawyer	\$116,514	\$2,913	\$470,630
Cooks, Restaurant	\$29,704	\$743	\$119,982
Police and Sheriff's Patrol Officer	\$102,270	\$2,557	\$413,095
Registered Nurse (RN)	\$103,806	\$2,595	\$419,299
Computer Programmer	\$105,953	\$2,649	\$427,971
Farmworkers and Laborers	\$64,187	\$1,605	\$259,268
Janitor	\$28,661	\$717	\$115,769
Waiters and Waitresses	\$25,771	\$644	\$104,096
Carpenter	\$53,413	\$1,335	\$215,749
Postal Service Mail Carrier	\$54,983	\$1,375	\$222,090
Preschool Teacher	\$27,918	\$698	\$112,768
Elementary School Teacher	\$66,010	\$1,650	\$266,631
Librarian	\$58,430	\$1,461	\$236,014
Office & Administrative Support	\$38,697	\$967	\$156,307
Two Wage Earners			
Registered Nurse and Waitress	\$129,577	\$3,239	\$523,395
Preschool Teacher & Police	\$130,188	\$3,255	\$525,863
Cook and Librarian	\$88,134	\$2,203	\$355,996
Minimum Wage Earners (\$12.00 per hour)			
Single Wage Earner	\$24,000	\$600	\$96,942
Two Wage Earners	\$48,000	\$1,200	\$193,884
SSI (Aged or Disabled)			
One-per. household w/ SSI only	\$9,252	\$231	\$37,371
Couple with SSI only	\$13,884	\$347	\$56,081

Table 2-24: Disability Status and Types of Disabilities by Ages Group, Persons Five Years and Older

Shasta Lake			California	
5 to 17 Years				
Total Persons	1,615	100.0%	6,606,264	100.0%
Total Persons with a Disability	111	6.9%	279,466	4.2%
Total Disabilities Tallied ¹	159	100.0%	389,156	100.0%
Hearing Difficulty	13	8.2%	35,124	9.0%
Vision Difficulty	35	22.0%	50,219	12.9%
Cognitive Difficulty	85	53.5%	202,433	52.0%
Ambulatory Difficulty	13	8.2%	38,333	9.9%
Self-Care Difficulty	13	8.2%	63,047	16.2%
18 to 64 Years				
Total Persons	6,140	100.0%	24,335,458	100.0%
Total Persons with a Disability	862	23.9%	1,995,286	15.2%
Total Disabilities Tallied ¹	1,733	100.0%	3,665,410	100.0%
Hearing Difficulty	98	5.7%	374,799	10.2%
Vision Difficulty	179	10.3%	384,971	10.5%
Cognitive Difficulty	343	19.8%	850,133	23.2%
Ambulatory Difficulty	392	22.6%	932,340	25.4%
Self-Care Difficulty	270	15.6%	381,614	10.4%
Independent Living Difficulty	451	26.0%	741,553	20.2%
65 Years and Over				
Total Persons	1,582	100%	5,052,924	100.0%
Total Persons with a Disability	671	87.3%	1,797,732	75.4%
Total Disabilities Tallied ¹	1,365	100.0%	4,094,656	100.0%
Hearing Difficulty	310	22.7%	720,949	17.6%
Vision Difficulty	112	8.2%	334,058	8.2%
Cognitive Difficulty	212	15.5%	507,993	12.4%
Ambulatory Difficulty	370	27.1%	1,163,077	28.4%
Self-Care Difficulty	127	9.3%	498,410	12.2%
Independent Living Difficulty	234	17.1%	870,169	21.3%
Total 5+ Years				
Total Persons	9,337	100.0%	35,994,646	100.0%
Total Persons with a Disability	1,644	17.6%	4,072,484	11.3%
Total Disabilities Tallied ¹	3,257	100.0%	8,149,222	100.0%
Hearing Difficulty	421	12.9%	1,130,872	13.9%
Vision Difficulty	326	10.0%	769,248	9.4%
Cognitive Difficulty	640	19.6%	1,560,559	19.1%
Ambulatory Difficulty	775	23.8%	2,133,750	26.2%
Self-Care Difficulty	410	12.6%	943,071	11.6%
Independent Living Difficulty	685	21.0%	1,611,722	19.8%

Source: 2013-2017 American Community Survey



Table 2-25: Supplemental Security Income Recipients by Category and Age

	Shasta County		California	
2018 Total Population	178,926	100.00%	39,740,508	
Total SSI Recipients (Dec. 2013)	9,507	5.31%	1,238,456	3.12%
Category				
Aged	612	6.44%	355,425	28.70%
Blind and Disabled	8,895	93.56%	883,031	71.30%
Age				
Under 18	549	5.77%	100,529	8.12%
18-64	6,919	72.78%	556,495	44.93%
65 or Older	2,039	21.45%	481,432	38.87%
SSI Recipients also Receiving Social Security ¹	4,182	43.99%	494,155	39.90%

Note: 1OASDI (Old Age, Survivors, or Disability Insurance).

Sources: SSA, *SSI Recipients by State and County, December 2018*; DOF, *Table E-5 Population Estimates for Cities, Counties, and the State, 1/1/2019*

Persons with disabilities in Shasta County have different housing needs depending on the nature and severity of the disability. Physically disabled persons generally require modifications to their housing units such as wheelchair ramps, elevators or lifts, wide doorways, accessible cabinetry, and modified fixtures and appliances. If a disability prevents a person from operating a vehicle, then proximity to services and access to public transportation are particularly important. If a disability prevents an individual from working or limits income, then the cost of housing and the costs of modifications are likely to be even more challenging. Those with severe physical or mental disabilities may also require supportive housing, nursing facilities, or care facilities. In addition, many disabled people rely solely on Social Security Income, which is insufficient for market rate housing.

2.1.6.4.1 PERSONS WITH DEVELOPMENTAL DISABILITIES

SB 812, which took effect January 2011, amended State housing element law to require an evaluation of the special housing needs of persons with developmental disabilities. A "developmental disability" is defined as a disability that originates before an individual becomes 18 years old, continues or can be expected to continue indefinitely, and constitutes a substantial disability for that individual. This includes mental retardation, cerebral palsy, epilepsy, and autism. Many developmentally disabled persons are able to live independently and work. However, more severely disabled individuals require a group living environment with supervision, or an institutional environment with medical attention and physical therapy. Because developmental disabilities exist before adulthood, the first housing issue for the developmentally disabled is the transition from living with a parent/guardian as a child to an appropriate level of independence as an adult.

Shasta Lake residents with developmental disabilities can receive services through the Far Northern Regional Center, a State Development Services organization. To be eligible for services, a person must

have a disability that began before the age of 18, and the disability must have been determined to continue indefinitely. According to the California Department of Developmental Services, there were 151 residents in Shasta Lake receiving services at the end of June 2019. Of the total in the county, 45.7 percent are under the age of 17 and 54.3 percent are 62 or older (see Table 2-26). The majority of developmentally disabled Shasta County residents receiving services lived at home (67.55 percent).

Table 2-26: Developmental Disability by Age Group and Residence Type

Age Group	Population	% of Total
Total	151	100.0%
0-17 years	69	45.7%
18+ Years	82	54.3%
Residence Type		
Home of Parent of Guardian	102	67.5%
Independent/Supported Living	26	17.2%
Community Care Facility	<11	<7.3%
Intermediate Care Facility	11	7.3%
Foster/Family Home	<11	<7.3%
Unknown	>12	<8.0%

Source: California Department of Developmental Services, June 2019.

2.1.6.5 Large Households

The U.S. Department of Housing and Urban Development (HUD) defines a large household as one with five or more members. Large households may have specific needs that differ from other families due to income and housing stock constraints. The most critical housing need of large households is access to larger housing units with more bedrooms than a standard three-bedroom dwelling. To save for other basic necessities, such as food, clothing, and medical care, it is common for lower-income large households to live in smaller units, which frequently results in overcrowding. Because of high housing costs, extended families are sometimes forced to live together under one roof.

Table 2-27 shows the number and share of large households in Shasta Lake and California in 2017. As shown in Table 2-27, 303 households, or 7.9 percent of the total households in Shasta Lake, had five or more members. This proportion is similar for renters (7.7 percent) than for owners (8.1 percent). The share of large households out of total households in Shasta Lake (7.9) was significantly lower than the proportion of large households statewide (14.1 percent of total households).



Table 2-27: Large Households

	Shasta Lake		California	
	Units	% of Total	Units	% of Total
Owner Occupied				
Less than 5 Persons	2,177	91.9%	6,065,105	86.3%
5+ Persons	191	8.1%	959,210	13.7%
Total	2,368	100.0%	7,024,315	100.0%
Renter Occupied				
Less than 5 Persons	1,336	92.3%	5,009,740	84.4%
5+ Persons	112	7.7%	854,073	14.6%
Total	1,448	100.0%	5,863,813	100.0%
All Households				
Less than 5 Persons	3,513	92.1%	11,074,845	85.9%
5+ Persons	303	7.9%	1,813,283	14.1%
Total	3,816	100.0%	12,888,128	100.0%

Source: HCD Pre-approved Data Package; 2012-2016 American Community Survey.

2.1.6.6 Female-Headed Households

According to the U.S. Census Bureau, a single-headed household contains a household head and at least one dependent, which could include a child, an elderly parent, or non-related child. Female-headed households have special housing needs because they are most likely either single-parents or single-elderly adults living on low- or poverty-level incomes. Single-parent households with children often require special consideration and assistance as a result of their greater need for affordable housing, accessible day care, health care, and a variety of other supportive services. Single-parent households also tend to receive unequal treatment in the rental housing market. Because of their relatively lower household incomes, single-parent households are more likely to experience difficulties in finding affordable, decent, and safe housing.

Battered women with children comprise a sub-group of female-headed households that are especially in need. According to the California Department of Housing and Community Development and the National Low Income Housing Coalition's Women and Housing Task Force, the female-headed household group is probably the group with the most extensive housing needs and is disproportionately affected by the current housing situation. This housing need is exacerbated by a lack of adequate and affordable childcare, which would enable the mother to pursue ways of increasing her earning capacity. With rising childcare costs, few women in this group are able to work and care for their children at the same time.

Table 2-28 shows the number of female-headed households in unincorporated area of the county, the cities, and statewide in 2017. As shown in the table, there were 689 female-headed households Shasta Lake, which represents 27.1 percent of all households in the City. This percentage is higher than statewide

(19.4 percent). Of the total number of households in the Shasta Lake, 18.6 percent are female-headed households with their own children and 8.4 percent are female-headed households without their own children.

Among total households in the Shasta Lake, 12.4 percent are under the poverty level compared to 11.1 percent statewide. Female-headed households account for 79.7 percent of all households under the poverty level in the Shasta Lake, which is significantly higher than statewide (45.2 percent).

Table 2-28: Female-Headed Households

Type of Household	Shasta Lake		California	
	Number	Percent	Number	Percent
Total Female Headed Households	689	27.1%	1,716,724	19.4%
Female Headed Households with Own Children	475	18.6%	1,029,557	11.6%
Female Headed Households without Own Children	214	8.4%	687,167	7.8%
Total Households Under the Poverty Level	315	12.4%	986,374	11.1%
Female Headed Households Under the Poverty Level	251	79.7%	446,114	45.2%
Total Households	2,547	100%	8,862,523	100%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

2.1.6.7 Extremely Low-Income Households

Extremely low-income households are defined as those households with incomes under 30 percent of the county median income. Extremely low-income households typically consist of minimum wage workers, seniors on fixed incomes, the disabled, and farmworkers. This income group is likely to live in overcrowded and substandard housing conditions. This group of households has specific housing needs that require greater government subsidies and assistance, housing with supportive services, single room occupancy (SRO) or shared housing, or rental subsidies or vouchers. In recent years, rising rents, higher income and credit standards imposed by landlords, and insufficient government assistance has exacerbated the problem. Without adequate assistance this group has a high risk of homelessness.

In Shasta Lake a household of three persons with an income of \$21,330 in 2019 would qualify as an extremely low-income household. Table 2-29 shows the number of extremely low-income households and their housing cost burden in Shasta Lake and California in 2016. As shown in the table, Shasta Lake had a slightly lower percentage of extremely low-income households (15.4 percent) than statewide (16.2 percent). The city had a similar proportion of extremely low-income owner and renter households (7.1 and 27.3 percent, respectively) compared to statewide (8.0 and 25.9 percent). In the city 73.7 percent of extremely low-income households had a moderate housing cost burden and about 65.8 percent had a severe housing cost burden.



Table 2-29: Housing Cost Burden of Extremely Low-Income Households

	Shasta Lake			California		
	Owners	Renters	Total	Owners	Renters	Total
Number of Extremely Low-Income Households	155	415	570	555,360	1,520,405	2,075,765
Percent of Total Households	7.1%	27.3%	15.4%	8.0%	25.9%	16.2%
Number w/ Cost Burden > 30%	120	300	420	406,695	1,233,725	1,640,420
Percent w/ Cost Burden > 30%	77.4%	72.3%	73.7%	73.2%	81.1%	79.0%
Number w/ Cost Burden > 50%	95	280	375	334,020	1,047,760	1,381,780
Percent w/ Cost Burden > 50%	61.3%	67.5%	65.8%	60.1%	68.9%	66.6%
Total Number of Households	2,190	1,520	3,710	6,929,005	5,878,380	12,807,385

Source: HUD SOCDs, Comprehensive Housing Affordability Strategy (CHAS) using 2012-2016 ACS database.

SECTION 3. FUTURE NEEDS ASSESSMENT

Every city and county in California are required to plan for its “fair share” of the statewide housing need. The Department of Housing and Community Development (HCD) is required to allocate each region's share of the statewide housing need to Councils of Governments (COG) based on Department of Finance (DOF) population projections and regional population forecasts used in preparing regional transportation plans. This process promotes the following objectives: increase the housing supply and mix of housing types, tenure, and affordability in all cities and counties within the region in an equitable manner; promote infill development and socioeconomic equity; protect environmental and agricultural resources; encourage efficient development patterns; and promote an improved intraregional balance between jobs and housing.

State law requires COGs to prepare allocation plans for all cities and counties within their jurisdiction. Because Shasta County is not represented by COGs, HCD prepared the Final Regional Housing Need Determination, pursuant to Cal. Gov't Code § 65584, *et seq.* HCD provided the Final Regional Housing Needs Determination for Shasta County on December 21, 2018.

3.1 2020-2028 Regional Housing Needs Allocation

This section describes the projected future housing needs in Shasta Lake. The intent of a housing allocation plan is to ensure adequate housing opportunities for all income groups. The core of the RHNA is a series of tables that indicate for each jurisdiction the distribution of housing needs for each of the five income groups. The allocations are intended to be used by jurisdictions when updating their housing elements as the basis for assuring that adequate sites with appropriate zoning are available to accommodate at least the number of units allocated. Table 3-1 below shows the projected housing needs for the RHNA projection period from December 31, 2018 – April 15, 2028 for Shasta Lake.

As shown in Table 3-1, Shasta Lake has a total allocation of 238 new housing units for the 2018 to 2028 projection period. The allocation is equivalent to a yearly need of approximately 26 housing units. Of the total 9.25-year RHNA projection, 137 units (57.6%) are to be affordable to moderate-income households and below, including 28 extremely low-income units, 28 very low-income units, 39 low-income units, and 42 moderate-income units.

Table 3-1: Regional Housing Needs Allocation by Income (December 31, 2018 – April 15, 2028)

	Extremely Low ¹	Very Low ¹	Low	Moderate	Above Moderate	TOTAL
RHNA	28	28	39	42	101	238
% of Total	11.8%	11.8%	16.4%	17.6%	42.4%	100.0%

Note: 1 There is a projected need for 56 extremely low-income units based on the assumption that 50 percent of the very low-income need is extremely low-income.

Source: Department of Housing and Community Development (HCD), 2018.



3.2 Comparison of Housing Unit Production and Projected Housing Needs

Because the RHNA projection period begins on December 31, 2018, the City's RHNA can be reduced by the number of new units built or approved since December 31, 2018. City staff compiled an inventory of all residential units that have been constructed, are under construction, or have been issued a building permit between December 31, 2018 and December 31, 2019. Table 3-2 provides a breakdown of the dwelling units built, under construction, or approved between December 31, 2018 and December 2019. Income levels listed are derived from the zoning of each parcel.

Table 3-2. Shasta Lake Units Built 2019

	Very Low Income	Low Income	Moderate Income	Above-Moderate Income	Total Units
2018-2028 RHNA	56	39	42	101	238
Shasta Lake Units Built, 2019	30	0	42	0	72
2020-2028 Housing Goal	26	39	0	101	166

Source: City of Shasta Lake Development Services

A full report of each parcel included in Shasta Lake Units Built, 2019 is available in Appendix B.

3.3 Remaining Need

The total housing need for the City of Shasta Lake in the current housing element period can be found in Table 3-3. The RHNA requirements have been reduced by the units built or planned per the 2019 Annual Housing Element Progress Report found in Appendix B.

Table 3-3: 2019-2024 Adjusted Housing Need

	Very Low Income	Low Income	Moderate Income	Above-Moderate Income	Total Units
2020-2028 Housing Goal	26	39	0	101	166

SECTION 4. RESOURCE INVENTORY

This section discusses Shasta Lake's available residential land, calculates the buildout potential of this land, and reviews the adequacy of services to support future housing development. The residential holding capacity includes a summary of existing vacant sites, adequate above-moderate income sites as they contribute to meeting Shasta Lake's RHNA goals.

4.1 Sites Inventory and Analysis

An adequate supply of residentially-zoned land available for development is one of the most critical resources necessary to meet future housing demand. Without adequate vacant land, the City of Shasta Lake cannot demonstrate how it will accommodate its Regional Housing Need Allocation. The amount of land required to accommodate future housing needs depends on its physical characteristics, zoning, availability of public facilities and services, and environmental conditions.

The State law governing the preparation of housing elements emphasizes the importance of an adequate land supply by requiring that each housing element contain "an inventory of land suitable for residential development, including vacant sites and sites having potential for redevelopment, and an analysis of the relationship of zoning and public facilities and services to these sites" (Cal. Gov't Code § 65583(a)(3)).

4.1.1 RESIDENTIAL LAND INVENTORY

4.1.1.1 Methodology and Assumptions

In accordance with the requirements of Cal. Gov't Code § 65583.2, the City conducted an inventory of vacant land suitable for affordable housing within the City of Shasta Lake. The following criteria were used to map vacant residential sites that allow higher-density residential development:

Location. The assessment included all parcels within the city limits of Shasta Lake.

Vacancy. Vacant parcels were initially selected based on the County Assessor's Parcel Roll structure square footage attribution. It was assumed that parcels with 0 structure square footage were vacant. Vacancy status was verified in GIS through the presence of structure footprints¹. Parcels tagged vacant via the Assessor's Parcel Roll were reattributed as occupied where a structure footprint was found on the parcel. The combined vacancy attribution is shown in Figure 4-1. The effective date of the vacancy status for each site is July, 2019 (Assessor Data) and Jan 11, 2019 (Building Footprints).

¹ Microsoft computer-generated building footprint GIS data, 2019

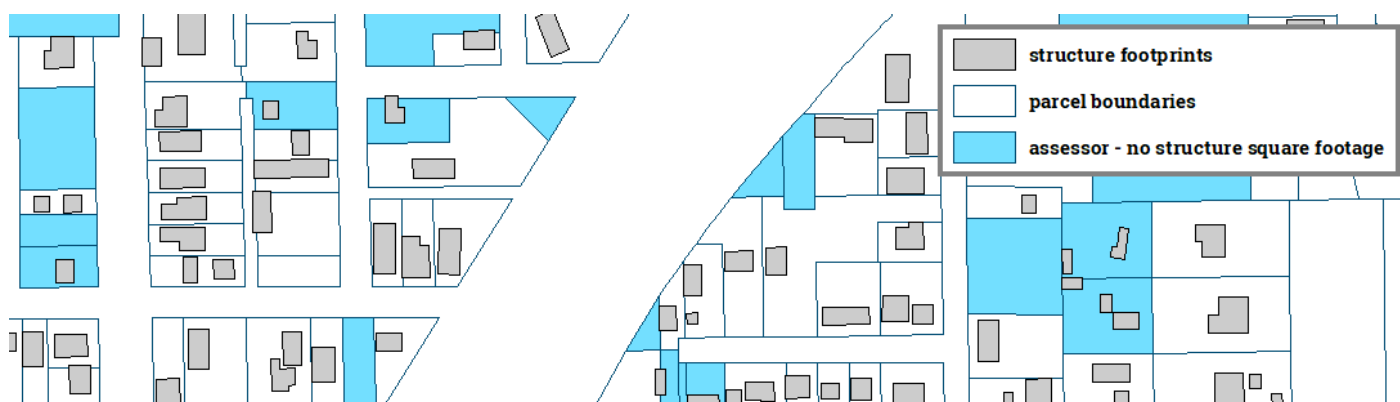


Figure 4-1: Example of Vacancy Analysis

Zoning Districts. Residential unit capacities in the inventory are calculated by zoning district as shown in the table below. The income levels are assigned based on the residential density allowances. Where "Defer to GP" is listed, the densities and income levels are derived from the general plan designations for parcels within those zoning designations, outlined in Table 5-4. Zoning that defers to the general plan designations includes zoning that allows residential development but does not specify residential density allowances. The inventory includes only parcels that have the following zoning designations:

Table 4-1: Zoning Densities & Income Levels

Code	Zone	Per Acre Unit Density	Working Income Level
R-R	R-R Rural residential	0.50	Above-Moderate Income
R-1	R-1 One-family residential	3	Moderate Income
R-M	R-M One-family mobile home	3-7	Moderate Income
R-2	R-2 Two-family residential	14	Moderate Income
R-3	R-3 Multiple-family residential	20	Low Income
R-4	R-4 Multiple-family residential—Office	30	Very Low Income
MHP	MHP Mobile home park	0.5-14	Moderate Income
IR	IR Interim rural residential	0.20	Above-Moderate Income
C-C	City Center Commercial		Defer to GP
C-1	C-1 Local convenience center		Defer to GP
C-2	C-2 Community commercial		Defer to GP
C-R	C-R Recreation commercial		Defer to GP
VC	Village Commercial		Defer to GP
MU	MU Mixed use		Defer to GP

General Plan Land Use Designations. This inventory summarizes all available sites with potential for residential development as assumed from their zoning and vacancy status. Where zoning does not specify residential density allowances, the general plan designations for residential density and income levels were used in unit capacity calculations as follows:

Table 4-2: General Plan Designations Densities & Income Levels

Preferred LU GP 2035	Preferred LU DU/Acre	Per Acre Unit Density	Income Level
Rural Residential A	1 DU/2 acres	0.5	Above-Moderate Income
Rural Residential B	1 DU/5 acres	0.2	Above-Moderate Income
Urban Residential	6 DU/1 acres	6	Moderate Income
Urban Residential High A	30 DU/1 acres	30	Very Low Income
Urban Residential High B	20 DU/1 acres	20	Low Income
Suburban Residential	3 DU/1 acres	3	Moderate Income
Mixed Use	30 DU/1 acres	30	Very Low Income
Village Mixed Use	15 DU/1 acres	15	Moderate Income

Relation of density to income categories. Table 4-1 and Table 4-2 show the assumptions used to determine the inventoried income level based on density allowed by the zoning and General Plan land use designations for each site in the city.

In order to calculate the number of units that will accommodate its share of the regional housing need for lower-income households, a jurisdiction is required to either:

- Provide an analysis demonstrating how the adopted densities accommodate this need. The analysis shall include, but is not limited to, factors such as market demand, financial feasibility, or information based on development project experience within a zone or zones that provide housing for lower-income households.
- Use the "default density standards," outlined in the Cal Gov't Code, that are deemed appropriate to accommodate housing for lower-income households given the type of the jurisdiction. Shasta Lake is classified as a suburban jurisdiction. The default density standard for a suburban jurisdiction is "sites allowing at least 20 units per acre." Sites that meet this density standard are appropriate for accommodating Shasta Lake's share of the regional housing need for lower-income households. (Cal. Gov't Code § 65583.2(c)(3))

Site area calculation. All parcels included in the site inventory (Appendix A) and unit capacity calculations assume an 80% development potential. The site inventory in Appendix A includes both a total lot acreage and a development potential lot acreage that is 80% of the total lot acreage, except parcels with a Mixed Use which have a development potential acreage of 50% of the total lot acreage.

Unit calculations. Residential unit capacity calculations have been performed on all vacant sites in the city based on the residential densities corresponding to the zoning designation (as shown in Table 4-1) of the given site or, where the zoning does not specify, the residential unit capacity corresponding to the general plan land use designation (as shown in Table 4-2). The unit capacity calculation for each site is

illustrated in Figure 4-2. The income levels for a given site are then calculated based on the zoning or land use designation of the site. For sites with moderate and above-moderate income levels, and sites with low/very low income between 0.5-10 acres, the unit capacity is calculated by multiplying the development potential lot acreage by the allowed density which is presented for each parcel in the sites inventory in Appendix A.

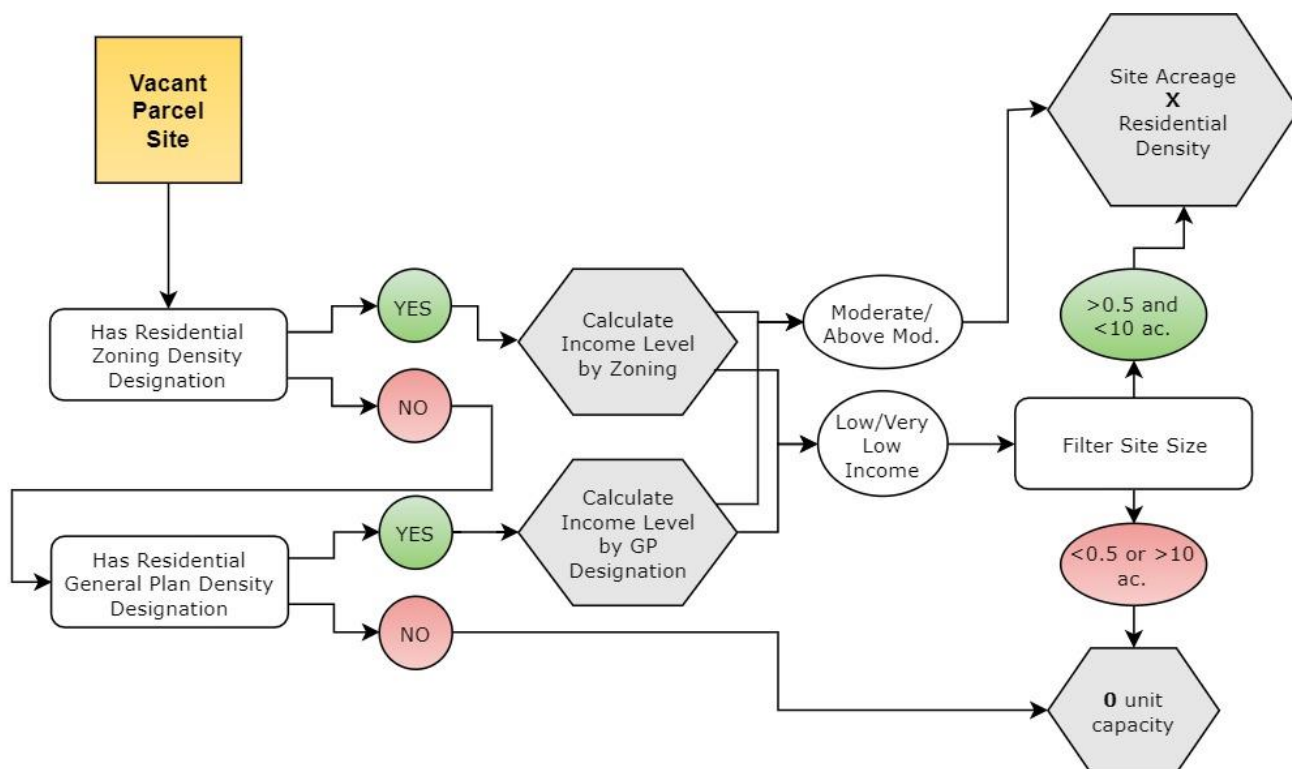


Figure 4-2: Unit Capacity Calculation

4.1.1.2 Residential Land Inventory Summary

The total vacant site inventory for Shasta Lake is shown in Table 4-3. These summary numbers include vacant properties that are zoned allowing residential development with no utility constraints. A full inventory by parcel, including parcel APN, site inventory status, zoning designation, general plan designation, utilities constraints, natural resources constraints, lot acreage, density allowance, and unit capacity can be found in Appendix A.

Table 4-3: Total Residential Vacant Site Inventory

	Very Low Income	Low Income	Moderate Income	Above-Moderate Income	Total
Site Count	3	2	202	7	214
Total Development Potential Acreage	4.9	4.3	558.9	213.9	782.0
Total Residential Unit Capacity	85	67	1,415	191	1,758

In comparison to the 2020-2028 housing goal, the total residential unit capacity across vacant sites in the city will fulfill the housing goal. Table 4-4 summarizes the housing unit capacity surplus in each income category as identified in the vacant sites inventory in Appendix A.

Figure 4-3 portrays the vacant site inventory by income level. Sites used in the City of Shasta Lake's prior site inventory are colored grey and are not included in the current site inventory or any unit capacity summary calculations.

Table 4-4: Vacant Site Inventory Totals

	Very Low Income	Low Income	Moderate Income	Above- Moderate Income	Total Units
2019-2028 Housing Goal	26	39	0	101	166
Total Residential Unit Capacity	85	67	1,415	191	1,758
Housing Capacity Deficit/Surplus	59	28	1,415	90	1,592

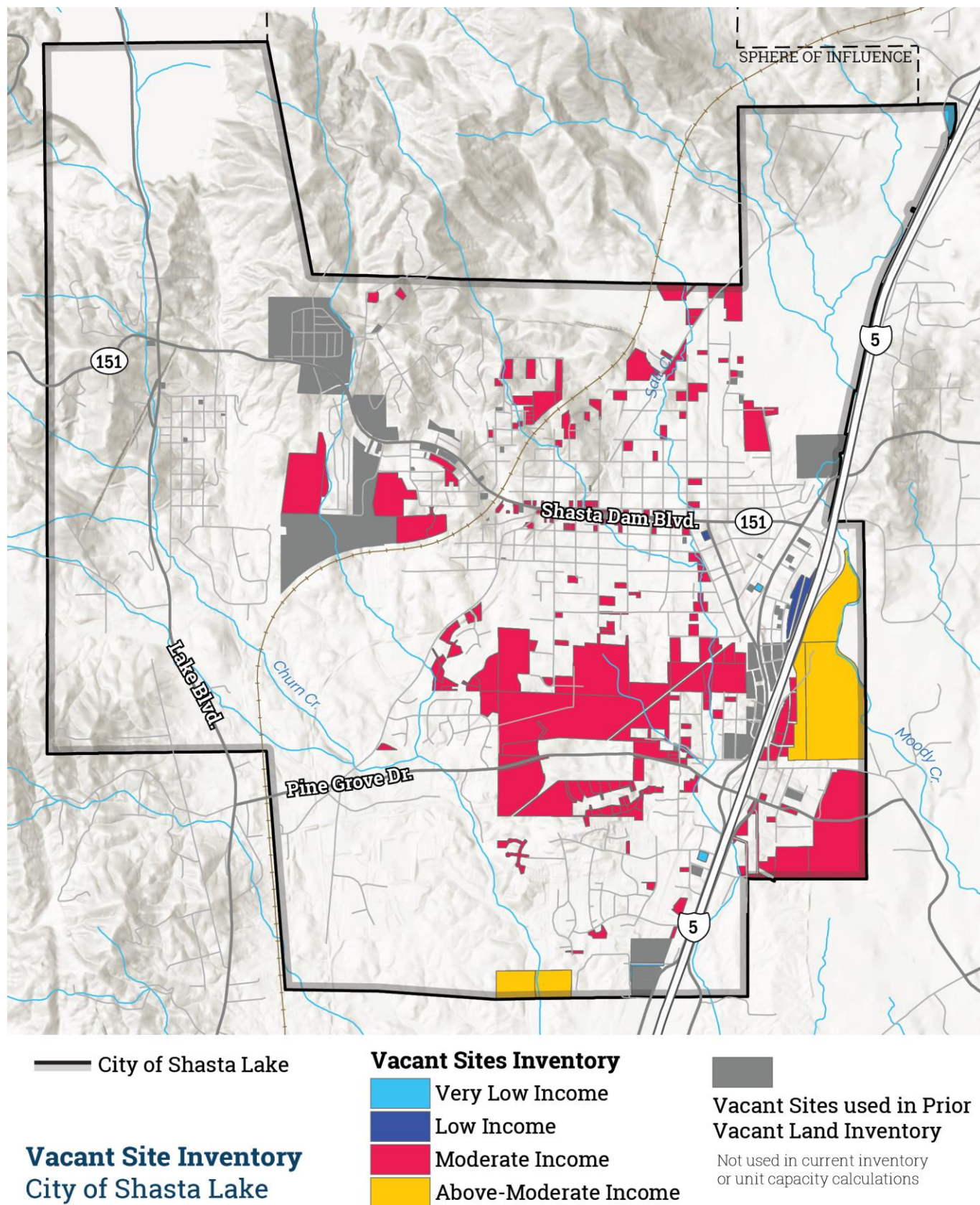


Figure 4-3: Vacant Sites by Income Level

4.1.2 RESIDENTIAL HOLDING CAPACITY COMPARED TO RHNA

As shown in Table 4-5, Shasta Lake's capacity in the very low, low, moderate, and above-moderate income categories for residential housing units exceeds its RHNA by 1,592ss units and there is surplus capacity in all income categories.

Table 4-5: Total Housing Capacity Surplus

	Very Low Income	Low Income	Moderate Income	Above-Moderate Income	Total Units
Residential Housing Needs					
2019-2028 RHNA (Baseline)	56	39	42	101	238
Shasta Lake Units Built in 2019	30	0	42	0	72
2020-2028 Housing Goal	26	39	0	101	166
Residential Holding Capacity					
Vacant Site Inventory	85	67	1,415	191	1,758
Total Deficit (-) / Surplus (+)					
Total Surplus	+59	+28	+1,415	+90	+1,592

4.1.3 DENSITIES BUILT BELOW SITES INVENTORY IN PRIOR PLANNING PERIOD

An analysis of housing production for the 2014-2019 time period indicates that there were 208 residential units built or approved during that time period. Of these, 178 units were single family homes, and 30 were apartment units. None of this construction affected the densities identified in 2014-2019 sites inventory. There was no construction during the 2014-2019 time period that requested a lesser density than identified in the 2014-2019 sites inventory, as explained below. All of the single-family homes were built within single-family zoning districts on individual lots. The majority of these sites were located in previously approved subdivision and were not included in the 2014-2019 sites inventory. Development of these sites did not reduce the projected 2014-2019 sites inventory densities. For those few single-family homes that were built on scattered individual small lots, these homes were built at densities allowed in the City's General Plan. The development of these single-family homes did not reduce the residential densities provided in the 2014-2019 sites inventory.

4.2 Inventory of Local, State, and Federal Housing and Financing Programs

HCD manages the greatest number of funding sources available to the City of Shasta Lake. While HUD direct grants/loans, USDA and CalHFA can also provide funding for projects in the City of Shasta Lake. HCD directed funding is the most accessible for the City.



This section describes State, Federal, and private funding sources. Due to the high cost of development and the competition for funding sources, it is generally necessary to leverage several funding sources to construct an affordable housing project

4.2.1 HOUSING FUNDING SOURCES

4.2.1.1 Low-Income Tax Credits (LIHTC)

The Low-Income Housing Tax Credit (LIHTC) is the most important resource for creating affordable housing in the country today. The LIHTC program was created in 1986 and provides tax incentives to finance the construction and rehabilitation of low-income affordable rental housing. LIHTC are allocated on a competitive basis.

The program has either a 9 percent or 4 percent income tax credit over a 10-year period to the housing developer to help leverage the private costs of construction and rehabilitation of affordable housing units. The 4 percent tax credit is a 30 percent subsidy to cover new construction that uses additional subsidies or the acquisition cost of existing buildings. The 9 percent tax credit is a 70 percent subsidy to support new construction without any additional Federal subsidies.

Because the amount of credit available to the owner often exceeds the amount the owner can use, private investors frequently participate in the LIHTC project through a syndication process and receive federal tax credits in return for an up-front investment.

4.2.1.2 Community Development Block Grant (CDBG)

The purpose of the CDBG Program is to provide adequate housing, a suitable living environment, and expanded economic opportunities, particularly for persons of low- and moderate-income. CDBG funds may be used for a wide range of community development activities serving low-income households, including acquisition/rehabilitation, homebuyer assistance, community facilities, infrastructure in support of new affordable housing, economic development, and neighborhood revitalization. Because Shasta Lake has a population under 200,000, the City does not qualify as an entitlement community to receive CDBG funding directly from HUD. Consequently, the City applies for State-administered CDBG program funds on a competitive basis.

4.2.1.3 Home Investment Partnership Act (HOME Program)

The HOME Program is a Federal housing program that provides grants to States and localities to fund a wide range of activities including building, buying, and/or rehabilitating affordable housing for rent or homeownership or providing direct rental assistance to low-income people. Although Shasta Lake is not eligible to receive HOME funds directly from HUD, the City can apply for program funds made available by the State.

4.2.1.4 Affordable Housing and Sustainable Communities (AHSC)

The Affordable Housing and Sustainable Communities (AHSC) program is administered by the Strategic Growth Council and implemented by HCD. The AHSC program funds land-use, housing, transportation, and land preservation projects to support infill and compact development that reduce greenhouse gas

(GHG) emissions. Funding for the AHSC program is provided from the Greenhouse Gas Reduction Fund (GGRF), an account established to receive Cap-and-Trade auction proceeds.

The AHSC Program provides grants and/or loans, or any combination thereof, to achieve GHG emissions reductions and benefit disadvantaged communities through increasing accessibility of affordable housing, employment centers, and key destinations via low-carbon transportation resulting in fewer vehicle miles traveled through shortened or reduced trip length or mode shift from single occupancy vehicle (SOV) use to transit, bicycling, or walking.

4.2.1.5 Multifamily Housing Program

The Multifamily Housing Program (MHP) assists the construction, rehabilitation, and preservation of permanent and transitional rental housing for lower-income households. MHP funds are eligible to local public entities, for-profit and nonprofit corporations, corporations, and private individuals.

MHP funds are in the form of a deferred payment loan with a 55-year term; 3 percent simple interest on unpaid principal balance, except under certain conditions. Payments at 0.42 percent are due annually with the balance of principal and interest due and payable upon completion of loan term.

4.2.1.6 Housing Choice Voucher Program (formerly Section 8)

The Housing Choice Voucher (HCV) program, formerly Section 8 rental assistance program, places the choice of housing in the hands of the individual family. A family that is issued a housing voucher is responsible for finding a suitable housing unit of the family's choice where the owner agrees to rent under the program. A housing subsidy is paid to the landlord directly by the public housing agency on behalf of the participating family. The family then pays the difference between the actual rent charged by the landlord and the amount subsidized by the program.

The Shasta County Housing Authority administers the HCV program for the unincorporated areas of the county, the cities of Shasta Lake and Anderson, and the counties of Modoc, Siskiyou, and Trinity. Eligible households are those whose incomes are 50 percent or less than the county's median income based on household size. The County currently has 66 households participating in the program.

4.2.1.7 Homebuyer Program (HP)

The City offers the Homebuyer Program (HP) to promote homeownership for low-income, first-time homebuyers. Assistance is in the form of a deferred loan (second mortgage), due and payable when the property is sold, transferred, or at the end of the loan term. Eligible households are those whose annual income does not exceed 80% of the Area Median Income (AMI), adjusted by household size, based on the annual HCD income limits.

4.2.1.8 CalHome

CalHome provides grants to local public agencies and nonprofit corporations to assist first-time homebuyers become or remain homeowners through deferred-payment loans. Funds can also be used to assist in the development of multiple-unit ownership projects.



4.2.1.9 California Emergency Solutions and Housing (CESH)

The CESH Program provides grant funds to eligible applicants for eligible activities to assist persons experiencing or at-risk of homelessness. Eligible applicants are Administrative Entities (AEs) (local governments, non-profit organizations, or unified funding agencies) designated by the Continuum of Care (CoC) to administer CESH funds in their service area. The California Department of Housing and Community Development (HCD) administers the CESH Program with funding from the Building Homes and Jobs Act Trust Fund (SB 2, Chapter 364, Statutes of 2017). HCD expects to administer CESH funding in two rounds with the first NOFA released August 2018 and the second NOFA expected early 2019.

4.2.1.10 Emergency Solutions Grants Program (ESG)

ESG makes grant funds available for projects serving homeless individuals and families through eligible non-profit organizations or local governments. ESG funds can be used for supportive services, emergency shelter/transitional housing, homelessness prevention assistance, and providing permanent housing. Funds are available in California communities that do not receive ESG funding directly from the U.S. Department of Housing and Urban Development. Funding is announced annually through a Notice of Funding Availability.

4.2.1.11 Golden State Acquisition Fund (GSAF)

GSAF was seeded with \$23 million from the Department's Affordable Housing Innovation Fund. Combined with matching funds, GSAF makes up to five-year loans to developers for acquisition or preservation of affordable housing. Loans are a maximum of \$13,950,000. Funds are made available over the counter. Contact a fund manager for more information.

4.2.1.12 Housing for a Healthy California (HHC)

HHC provides funding on a competitive basis to deliver supportive housing opportunities to developers using the federal National Housing Trust Funds (NHTF) allocations for operating reserve grants and capital loans. The Department will also use a portion of moneys collected in calendar year 2018 and deposited into the Building Homes and Jobs Trust Fund to provide funding through grants to counties for capital and operating assistance. Funds will be announced through a Notice of Funding Availability.

4.2.1.13 Housing-Related Parks Program

The Housing-Related Parks Program funds the creation of new park and recreation facilities or improvement of existing park and recreation facilities that are associated with rental and ownership projects that are affordable to very low- and low-income households. Grant funds are made available to local jurisdictions.

4.2.1.14 Infill Infrastructure Grant Program (IIG)

IIG provides grant funding for infrastructure improvements for new infill housing in residential and/or mixed-use projects. Funds are made available through a competitive application process.

4.2.1.15 Joe Serna, Jr., Farmworker Housing Grant (FWHG)

FWHG makes grants and loans for development or rehabilitation of rental and owner-occupied housing for agricultural workers with priority for lower-income households.

4.2.1.16 Local Early Action Planning (LEAP) Grants

The Local Early Action Planning (LEAP) program assist cities and counties to plan for housing through providing over-the-counter, non-competitive planning grants.

4.2.1.17 Local Housing Trust Fund Program (LHTF)

Affordable Housing Innovation's LHTF lends money for construction of rental housing projects with units restricted for at least 55 years to households earning less than 60 percent of area median income. State funds matches local housing trust funds as downpayment assistance to first-time homebuyers.

4.2.1.18 Mobilehome Park Rehabilitation and Resident Ownership Program (MPRRP)

MPRRP makes short- and long-term low interest rate loans for the preservation of affordable mobilehome parks for ownership or control by resident organizations, nonprofit housing sponsors, or local public agencies. MPRROP also makes long-term loans to individuals to ensure continued affordability. Funds are made available through a competitive process in response to a periodic Notice of Funding Availability. NOTE: Currently, MPRROP is accepting applications on an over-the-counter basis.

4.2.1.19 National Housing Trust Fund

National Housing Trust Fund is a permanent federal program with dedicated source(s) of funding not subject to the annual appropriations. The funds can be used to increase and preserve the supply of affordable housing, with an emphasis on rental housing for extremely low-income households (ELI households, with incomes of 30 percent of area median or less). This year California is receiving approximately \$10.1 Million for the program. Subscribe to the Multifamily Housing Programs e-mail list to receive notification of their availability. Funds will be made available through a competitive process and will be announced through a Notice of Funding Availability.

4.2.1.20 No Place Like Home

The No Place Like Home Program will have \$2 billion in bond proceeds to invest in the development of permanent supportive housing for persons who are in need of mental health services and are experiencing homelessness, chronic homelessness, or who are at risk of chronic homelessness.

4.2.1.21 Pet Assistance and Support (PAS) Program

Pet Assistance and Support provides funds to homeless shelters for shelter, food and basic veterinary services for pets owned by individuals experiencing homelessness.



4.2.1.22 Predevelopment Loan Program (PDLP)

PDLP makes short-term loans for activities and expenses necessary for the continued preservation, construction, rehabilitation or conversion of assisted housing primarily for low-income households. Availability of funding is announced through a periodic Notice of Funding Availability. Eligible applicants include local government agencies, non-profit corporations, cooperative housing corporations, and limited partnerships or limited liability companies where all the general partners are non-profit mutual or public benefit corporations.

4.2.1.23 Regional Early Action Planning (REAP) Grants

The Regional Early Action Planning (REAP) program helps council of governments (COGs) and other regional entities collaborate on projects that have a broader regional impact on housing. Grant funding is intended to help regional governments and entities facilitate local housing production that will assist local governments in meeting their Regional Housing Need Allocation (RHNA).

4.2.1.24 SB 2 Planning Grants Program

The SB 2 Planning Grants program provides one-time funding and technical assistance to all eligible local governments in California to adopt and implement plans and process improvements that streamline housing approvals and accelerate housing production. Eligible activities include updating a variety of planning documents and processes such as general plans and zoning ordinances, conducting environmental analyses, and process improvements that expedite local planning and permitting. The planning grants program is funded through the Building Homes and Jobs Act Trust Fund (SB 2, Chapter 364, Statutes of 2017). HCD intends on releasing the NOFA in March of 2019.

4.2.1.25 Section 811 Project Rental Assistance

Section 811 Project Rental Assistance offers long-term project-based rental assistance funding from the U.S. Department of Housing and Urban Development (HUD) through a collaborative partnership among the California Housing Finance Agency (CalHFA), Department of Health Care Services (DHCS), Department of Housing and Community Development (HCD), Department of Developmental Services (DDS) and California Tax Credit Allocation Committee (TCAC). Opportunities to apply for this project-based assistance are through a Notice of Funding Availability published by CalHFA. NOTE: Currently, funds are available on an over-the-counter basis.

4.2.1.26 Supportive Housing Multifamily Housing Program (SHMHP)

SHMHP provides low-interest loans to developers of permanent affordable rental housing that contain supportive housing units.

4.2.1.27 Transit Oriented Development Housing Program (TOD)

The TOD program makes low-interest loans and grants for rental housing that includes affordable units that are located within one-quarter mile of a transit station. Eligible applicants include cities, cities and counties, transit agencies, developers, and redevelopment agencies. Applications are accepted in response to a periodic Notice of Funding Availability.

4.2.1.28 Veterans Housing and Homelessness Prevention Program (VHHP)

VHHP makes long-term loans for development or preservation of rental housing for very low- and low-income veterans and their families. Funds are made available to sponsors who are for-profit or nonprofit corporations and public agencies. Availability of funds is announced annually through a Notice of Funding Availability.

4.2.2 UTILITIES

4.2.2.1 Dry Utilities

The City coordinates with dry utilities providers during project entitlement and building permit process to assure the provision of these utilities. Dry utilities include City of Shasta Lake for electric, PG&E for natural gas, AT&T, Spectrum, Comcast/Xfinity for cable TV and internet, HughesNet, Direct TV, Dish Network and Spectrum for satellite service. The city revises this coordination, as necessary, when new or discounted services are established.

4.2.3 PRESERVING ASSISTED HOUSING PROJECTS

This section identifies publicly assisted rental housing in Shasta Lake and evaluates the potential of such housing to convert to uses other than low-income residential within 10 years of the beginning of the housing element planning period (April 15, 2020 through April 15, 2030). As shown in Table 4-6, there are two Federally subsidized complexes providing 97 assisted rental housing units in Shasta Lake. Currently (January 2020) neither of these complexes are at risk of converting to market rate within this Housing Element timeframe.

Because there are no subsidized units at risk of conversion during the housing element planning period, this document does not analyze the costs to replace the at-risk units.

Table 4-6. Assisted Rental Housing Projects

Property	Units with Subsidy	Target Population	Subsidy	Loan Expiration	Risk Assessment
Valley Ridge Senior Apartments	38	Seniors, Low-income	LIHTC, USDA	2046	Low
Tara Hills Garden Apartments	59	Low-income	LIHTC	2053	Low
Total Subsidized Units	97				

Source: HCD 6th Housing Element Data Package, 2019.

4.3 Energy Conservation Opportunities

State Housing Element Law requires an analysis of the opportunities for energy conservation in residential development. Energy efficiency has direct application to affordable housing because the more money spent on energy, the less available for rent or mortgage payments. High energy costs have particularly detrimental effects on low-income households that do not have enough income or cash



reserves to absorb cost increases and must choose between basic needs such as shelter, food, and energy. This section describes opportunities for conserving energy in existing homes as well as in new residential construction. It discusses the factors affecting energy use, conservation programs currently available in Shasta County, and examples of effective programs used by other jurisdictions.

All new buildings in California must meet the standards contained in Title 24, Part 6, of the California Code of Regulations (Building Energy Efficiency Standards for Residential and Nonresidential Buildings). These regulations respond to California's energy crisis and need to reduce energy bills, increase energy delivery system reliability, and contribute to an improved economic condition for the state. Local governments through the building permit process enforce energy efficiency requirements. All new construction must comply with the standards in effect on the date a building permit application is made.

The 2019 Building Energy Efficiency Standards went into effect on January 1, 2020. For the first time, the 2019 standards require solar photovoltaic systems for new homes. These standards also encourage demand responsive technologies including battery storage and heat pump water heaters and improve the building's thermal envelope through high performance attics, walls and windows to improve comfort and energy savings. In nonresidential buildings, the standards update indoor and outdoor lighting making maximum use of LED technology.

Shasta Lake enforces the provisions of Title 24 of the California Administrative Code through reference to all relevant appendices and amendments as adopted by the State. The City does not have any additional energy conservation standards in place.

Additionally, the City manages a comprehensive energy and efficiency incentive program for residential & commercial customers focusing on peak load reduction and energy conservation, including the following:

- **Energy Efficiency Hotline/Program Overview:** A toll free line is available for customers to answer questions and provide information on energy efficiency and energy savings-related matters.
- **Free Energy Audits:** On-site energy audits by Shasta Lake energy specialists are available to residential customers. Energy efficiency measures are recommended based on each audit and the City personnel follow up with additional visits to answer questions and make additional recommendations.
- **Rebate Program:** Comprehensive technical support and incentives to facilitate installation of higher efficiency cooling and refrigeration equipment, envelope measures, appliances, weatherization, and lighting.
- **Kill a Watt Power Meter:** Residents can check out a P3 Kill a Watt power meters for no charge and for up to 15 days. These meters will help display the total consumption of 120-volt appliances, to help residents understand which appliances in their homes consume the most energy.

SECTION 5. POTENTIAL HOUSING CONSTRAINTS

State housing law requires the City to review both governmental and non-governmental constraints to the maintenance and production of housing for all income levels. Because local governmental actions can restrict residential development and increase the cost of housing, State law requires the Housing Element to "address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing" (Cal. Gov't Code § 65583(c)(3)).

5.1 Potential Governmental Constraints

Federal, State, and local government policies and regulations can positively or negatively impact the availability and affordability of housing. Local governments have little or no influence on the national economy or the Federal monetary policies that influence it. Yet these two factors have significant impacts on the overall cost of housing. The local housing market, however, can be encouraged and assisted locally. Part of the housing element's purpose is to require local governments to evaluate their past performance in this regard. By reviewing local conditions and regulations that may impact the housing market, the local government can prepare for future growth through actions that protect the public's health and safety without unduly adding to the cost of housing production. The analysis in this section does not include Federal or State policies or regulations that local government actions cannot impact.

This section reviews Shasta Lake's primary policies and regulations that affect residential development and housing affordability through land use controls, development processing procedures and fees, impact fees, on- and off-site improvement requirements, and building and housing codes and enforcement. This section discusses these standards and assesses whether any serve as a constraint to affordable housing development.

5.1.1 GENERAL PLAN AND ZONING

Land use controls guide local growth and development. The Shasta Lake General Plan, Mountain Gate at Shasta Area Plan, and Zoning Plan establish the amount and distribution of land allocated for different uses. The following discussion focuses on their general intent and their impact on housing production.

5.1.1.1 General Plan Land Use Designations

Shasta Lake is in the process of completing a comprehensive General Plan update. Information in this report is based on the existing General Plan that the City adopted in June 1999. The Land Use Element sets forth the City's policies for guiding local development. As summarized in Table 5-1, the Land Use Element establishes seven land use designations that allow residential development.



Table 5-1: 1999 General Plan Land Use Designations Permitting Residential Use

General Plan Designation	Description	Dwelling Units Per Acre
Rural Residential B (RB)	Provides living environments receiving no urban services and located in areas characterized by one of more of the following conditions: severe limitations on septic tank and leachfield use, uncertain long-term availability of water, proximity to lands categorized as public or timber, extreme wildland fire hazard, and inaccessibility via publicly maintained roads.	1 du/5 ac
Rural Residential A (RA)	Provides living environments receiving no or only some urban services.	1 du/2 ac
Suburban Residential (SR)	Provides urban services but characterized by lower population densities.	3 du/ac
Urban Residential (UR)	Provides living environments receiving a full range of urban services.	10 du/ac
Urban Residential High (URH)	Provides high density living and office commercial environments, or a combination thereof, receiving a full range of urban services.	20 du/ac
Mixed Use (MU)	Provides for residential, commercial, industrial and recreation uses integrated in a master planned designed fashion with a full complement of services, facilities and utilities. Applied primarily to vacant lands in excess of 200 acres held under single ownership.	varies
Village Center Mixed Use (VC)	Provides for a mix of commercial and residential uses at primary nodes of both pedestrian and automobile activity. These areas have a traditional "Main Street" feel, street activity and street-oriented buildings. Mixed-use development may include both uses in a single building with commercial on the ground floor or residential, office and retail uses can be developed in close proximity with compatible character.	6-15 du/ac

Source: City of Shasta Lake 1999 General Plan.

5.1.2 DENSITY

Density varies throughout the city based on the underlying zoning district. Table 5-2 shows the consistency between General Plan land use designations allowing residential uses and zoning districts.

Table 5-2: Consistency Between General Plan and Zoning Plan

Zoning Plan	1999 General Plan Land Use Designations					
	Rural Residential B (RB)	Rural Residential A (RA)	Suburban Residential (SR)	Urban Residential (UR)	Urban Residential High (URH)	Mixed Use (MU)
Rural Residential (R-R)		X				
Interim Residential (I-R)			X	X		
One-Family Residential (R-1)			X	X		
One-Family Mobile Home (R-M)			X	X		
Two-Family Residential (R-2)				X		
Multiple-Family Residential (R-3)				X	X	
Multiple-Family Residential– Office (R-4)				X	X	
Mobile Home Park (MHP)	X	X	X	X	X	
City Center Commercial (CC)						
Mixed Use (MU)						
Local Convenience Center (C-1)		X	X	X		X
Community Commercial (C-2)						X

Source: City of Shasta Lake 1999 General Plan



5.1.3 ZONING DISTRICTS

The following discussion reviews the types and densities of housing permitted and relevant development standards in the City of Shasta Lake Zoning Plan.

5.1.3.1 Residential Districts and Permitting

The City of Shasta Lake Zoning Plan has nine residential districts: Rural Residential (R-R), Interim Residential (I-R), One-Family Residential (R-1), One-Family Mobile Home (R-M), Two-Family Residential (R-2), Multiple-Family Residential (R-3), Multiple-Family Residential— Office (R-4), Mobile Home (T), and Mobile Home Park (MHP). There are also five non-residential zoning districts that allow residential uses. Table 5-3 shows minimum lot area and residential densities allowed in each zoning district that allows residential uses. Shasta Lake's zoning districts provide a range of housing densities that allow a variety of housing types, including detached single family homes, duplexes, and multifamily developments up to 30 units per acre.

Table 5-3: Zoning Districts Permitting Residential Use

Zoning District	Purpose	Min. Residential Lot Area ¹	Max. Residential Density (units/acre)	Parking Spaces per DU
Rural Residential (R-R)	Provide rural residential living environments, usually located in and around rural communities, town centers and urban centers.	2 ac	1 du/2 ac Parcels with more than a 30 percent slope: 1 du/10 ac	2
Interim Residential (I-R)	Applies to rural or suburban residential areas, on an interim basis, where it is apparent that more intensive suburban or urban development is imminent or will occur when urban services become available	5 ac	1 du/5 ac	2
One-Family Residential (R-1)	Provides for fully serviced, urban-sized lots used exclusively for one-family residences and selected related uses.	Interior lot: 6,000 SF Corner Lot: 7,000 SF	Interior lot: 7 du/ac Corner Lot: 6 du/ac	2
One-Family Mobile Home (R-M)	Provides fully-serviced, urban-sized lots for mobile homes and one-family residences, and selected related uses.	Interior lot: 6,000 SF Corner Lot: 7,000 SF	Interior lot: 7 du/ac Corner Lot: 6 du/ac	2

Zoning District	Purpose	Min. Residential Lot Area ¹	Max. Residential Density (units/acre)	Parking Spaces per DU
Two-Family Residential (R-2)	Provides fully serviced urban-sized lots for either one-family or two-family (duplex) residences and selected related uses.	Interior lot: 6,000 SF Corner Lot: 7,000 SF	Interior lot: 14 du/ac Corner Lot: 12 du/ac	1.5/one bedroom/studio; 2/2+ bedrooms; + 1 guest space/ 5 units and 1 RV space /10 units.
Multiple-Family Residential (R-3)	Provides for higher density residential development in areas which have the services and facilities necessary for higher density residential uses.	8,000 SF	20 du/ac	1.5/one bedroom/studio; 2/2+ bedrooms; + 1 guest space/ 5 units and 1 RV space /10 units.
Multiple-Family Residential– Office (R-4)	Encourages the assembly of existing small lots for the purpose of redevelopment, in accordance with the provisions of the redevelopment plan; encourages the development of new multiple-family residential and/or office uses together with facilities and services appurtenant thereto; and establishes site development standards which provide for visually appealing development, protect property values, and protect the integrity of residential areas adjacent to the district.	1 ac	30 du/ac	Same as R-3



Zoning District	Purpose	Min. Residential Lot Area ¹	Max. Residential Density (units/acre)	Parking Spaces per DU
Mobile Home (T) <i>May be combined with Habitat protection (HP), Rural residential (R-R), or Interim rural (I-R) as primary districts</i>	Combines with selected principal districts to provide areas where mobile homes may be located in addition to uses otherwise permitted by the principal district.			Same as underlying district
Mobile Home Park (MHP)	Provides for the coordinated development and maintenance of mobile home parks.	1 ac	Varies based on General Plan land use designation	2/unit (tandem parking permitted); + 1 guest space /4 units and 1 RV space/5 units
City Center Commercial (CC) Allows residential with a CUP	Provides for municipal and social services integrated with recreation, open space and commercial uses in the acknowledged physical center of the city.	10,000 SF	20 du/ac	2 for SF; same as R-3 for MF
Village Commercial (VC) <i>Allows multifamily res with an AP</i>	Provides for a variety of public, commercial, and residential uses, emphasizing rehabilitation and in-fill to create a pedestrian-oriented "village."	10,000 SF	20 du/ac	Same as R-3
Mixed Use (MU) <i>Requires a permit: One-family residence, or a mobile home</i>	Provides for a variety of residential, commercial and light industrial uses that will not cause odors, noise, visual or other adverse impacts.	10,000 SF	20 du/ac	2 for SF; same as R-3 for MF

Zoning District	Purpose	Min. Residential Lot Area ¹	Max. Residential Density (units/acre)	Parking Spaces per DU
Local Convenience Center (C-1) <i>Requires a permit: A one-family residence, when attached to the main building in which the commercial use exists, and the residence is inhabited by the owner or operator of the commercial use. Any permit required for the commercial use must first be issued</i>	Provides for a limited selection of convenience goods and services to residents in the immediate area. This district allows one-family residence when attached to the main building in which the commercial use exists and the residence is inhabited by the owner or operator of the commercial use.			2
Community Commercial (C-2) <i>Requires a permit: A one-family residence, when attached to the main building in which the commercial use exists, and the residence is inhabited by the owner or operator of the commercial use. Any permit required for the commercial use must first be issued</i>	Provides for a wide range of facilities for the sale of goods and provision of personal services. This district allows one-family residence when attached to the main building in which the commercial use exists, and the residence is inhabited by the owner or operator of the commercial use.			2

Source: City of Shasta Lake Zoning Plan, 2019.



Table 5-4 summarizes the allowed residential uses and applicable permit requirements for the zoning districts. Table 5-5 summarizes the development standards in zoning districts that allow housing.

Table 5-4: Permitted and Conditionally Permitted Residential Uses by Zoning District

Residential Use	R-R	I-R	R-1	R-M	R-2	R-3	R-4	MHP	CC	MU	VC	C-1	C-2
SF-Detached	P	P	P	P	P	AP			CUP	CUP	AP		CUP *
SF-Attached			P	P	P	AP			CUP	CUP	AP	CUP	CUP
2-4 DU					P	P	P		CUP		AP		
5+ DU						P	P		CUP		AP		
Emergency Shelter					CUP	CUP							P
Single-Room Occupancy					P	P	P		AP 2 nd fl.		AP 2 nd fl.		AP 2 nd fl.
Manufactured Homes	P	P	P	P	P	AP			CUP	CUP	AP		CUP *
Mobile-Homes				P				P					
Transitional Housing	P	P	P	P	P	P	P		CUP	CUP	AP	CUP	CUP
Employee/Farmworker Housing ²	P	P	P		CUP	CUP							
Supportive Housing	P	P	P	P	P	P	P		CUP	CUP	AP	CUP	CUP
Accessory Dwelling Unit ³	P	P	P	P	P					CUP			

Source: City of Shasta Lake 2020

² The City does not fully comply with State requirements relating to the allowability of employee housing. Program HE-1.13 in this Housing Element addresses zoning code updates necessary to meet the requirements of Cal. Gov't Codes §§ 17021.5 and 17021.6.

³ The City does not fully comply with State requirements relating to the allowability of accessory dwelling units. Program HE-1.13 in this Housing Element addresses zoning code updates necessary to meet the requirements of Cal. Gov't Codes §§ 17021.5 and 17021.6.

Table 5-5: Development Standards in Zoning Districts Allowing Housing

Zoning District	Bldg Height	Min Lot Size	Lot Width	Min. Yard Setback		
				Front	Side	Rear
Rural Residential (R-R)	35'	2 ac	None	30'	30'	30'
Interim Residential (I-R)	30'	5 ac	None	30'	30'	30'
One-Family Residential (R-1)	30'	Interior: 6,000 SF Corner: 7,000 SF	None	20'	5' & 12'	15'
One-Family Mobile Home (R-M)	30'	Interior: 6,000 SF Corner: 7,000 SF	None	20'	12'	15'
Two-Family Residential (R-2)	30'	Interior: 6,000 SF Corner: 7,000 SF	None	20'	5' & 12'	15'
Multiple-Family Residential (R-3)	45'	8,000 SF	Interior: 75' Corner: 80'	20'	5' & 12'	10'
Multiple-Family Residential– Office (R-4)	45'	1 ac	150'	20'	5' per story	20'
Mobile Home Park (MHP)	30'	1 ac	None	10'	5' & 12'	None
City Center Commercial (CC)	30'	10,000 SF	Interior: 65' Corner: 75'	Single Family: See R-1 Multifamily: See R-3		
Mixed Use (MU)	35' except within 40' of a res. district: 20'	1 ac	None	20'	15'	20'
Village Commercial (VC)	Abutting Non-Residential: 40'. Abutting Residential: 30'	10,000 SF	Interior: 65' Corner: 75'	20'	5' & 12'	10'
Local Convenience Center (C-1)	20'	10,000 SF	Interior: 65' Corner: 75'	10'	15'	15'
Community Commercial (C-2)	40'	10,000 SF	Interior: 65' Corner: 75'	10'	15'	15'

Source: City of Shasta Lake Zoning Plan, 2019.

5.1.4 PROVISIONS FOR A VARIETY OF HOUSING TYPES

State housing element law (Cal. Gov't Code §§ 65583(c)(1) and 65583.2(c)) requires that local governments analyze the availability of sites that will "facilitate and encourage the development of a variety of types of housing for all income levels, including multifamily rental housing, factory-built housing, mobile/modular homes, housing for agricultural employees, supportive housing, single-room occupancy units, emergency shelters, and transitional housing." This section discusses the relevant regulations that govern the development of these types of housing.

5.1.4.1 Accessory Dwelling Units

The State has been increasingly focusing on facilitating accessory dwelling unit (ADU) production as a key approach to quickly and affordably increase housing supply, while maintaining neighborhood character. ADUs, also called granny flats, in-law units, backyard cottages, secondary units, and more, are small living units, including a kitchen and bathroom, on a property with a single-family home. ADUs are a unique opportunity to address a variety of housing needs because they provide affordable housing options for family members, friends, students, the elderly, in-home health care providers, the disabled, and others. The 2017 Housing Package included several bills that focused on ADUs:

SB 1069, effective January 1, 2017, reduced parking requirements to one space per bedroom or unit. SB 1069 also prohibits parking requirements if the ADU meets any of the following:

- Is within an architecturally and historically significant historic district.
- Is part of an existing primary residence or an existing accessory structure.
- Is in an area where on-street parking permits are required, but not offered to the occupant of the ADU.
- Is located within one block of a car share area.

SB 1069 provides that fire sprinklers shall not be required in an accessory unit if they are not required in the primary residence.

AB 2406 defines junior accessory dwelling units (JADUs) to be a unit that cannot exceed 500 square feet and must be completely contained within the space of an existing residential structure.

AB 881 revised the definition of an ADU to additionally require an accessory dwelling unit be located on a lot with a proposed or existing primary residence in order for the provisions described above to apply.

"Accessory dwelling unit" means an attached or a detached residential dwelling unit that provides complete independent living facilities for one or more persons and is located on a lot with a proposed or existing primary residence. It shall include permanent provisions for living, sleeping, eating, cooking, and sanitation on the same parcel as the single-family or multifamily dwelling is or will be situated. An accessory dwelling unit also includes the following:

- An efficiency unit, as defined in Cal. Health & Safety Code § 17958.1
- A manufactured home, as defined in Cal. Health & Safety Code § 18007.

In October 2019, Governor Newsom signed a package of 18 bills to boost housing production, four of which, AB 68, AB 881, SB 13, and AB 671, focus on easing construction of ADUs. Key changes from these bills, effective Jan. 1, 2020, include the following:

- **Local government action:** Nullifies and voids the City's ADU ordinance if it does not fully comply with current State law requirements. Requires housing elements to encourage affordable ADU rentals.
- **ADU allowances on residential lots:** Allows a junior accessory dwelling unit (JADU) and either a converted ADU or a detached ADU on single-family lots. Allows up to two ADUs on lots with an existing multifamily dwelling. Allows multiple ADUs within the portions of an existing multifamily dwelling structure.
- **Size regulations:** Decreases the minimum size to 220 square feet, or as low as 150 square feet if the City adopts a lower efficiency-unit standard by ordinance. Increases the maximum size to at least 850 square feet for attached and detached studio and one-bedroom ADUs and at least 1,000 square feet for two or more bedrooms. Allows converted ADUs to expand by up to 150 square feet of the existing structure for ingress and egress. Limits attached ADUs to 50 percent of the existing primary dwelling.
- **Setback requirements:** Establishes the maximum required side or rear setback to 4 feet. Eliminates minimum lot size. Eliminates setback requirements for existing nonconforming structures, or any new structure in the same place and with the same dimensions as an existing structure.
- **Parking requirements:** Eliminates replacement parking requirements when a garage is converted to an ADU. Eliminates ADU parking requirements within a 1/2 mile of public transit. ("Public transit" includes any bus stop.)
- **Streamlined review:** Requires ministerial approval for compliant ADU and junior ADU applications within 60 days of receipt.
- **Fees:** Prohibits impact fees for ADUs smaller than 750 square feet; and for ADUs of 750 square feet or more are limited to an amount proportional to the square footage of the primary dwelling unit. Limits whether utility providers can charge connection fees and capacity charges.
- **No owner-occupancy requirements for five years:** Exempts ADUs from owner-occupancy requirements until Jan. 1, 2025.
- **No short-term rentals:** Prohibits short-term rentals of ADUs.

The City does not fully comply with recent changes to ADU laws. There is a program in the Housing Element for the City to update the Zoning Plan to include updated zoning provisions to comply with State law requirements for accessory dwelling units.

5.1.4.2 Manufactured Homes in Residential Zones

Manufactured housing can serve as an alternative form of affordable housing. Cal. Gov't Code §§ 65852.3 and 65852.4 specify that a jurisdiction must allow the installation of manufactured homes on a foundation on all "lots zoned for conventional single-family residential dwellings." Except for architectural requirements, local governments are only allowed to "subject the manufactured home and the lot on which it is placed to the same development standards to which a conventional single-family residential dwelling on the same lot would be subject." The architectural requirements are limited to roof overhang, roofing material, and siding material.

Local jurisdictions are allowed to make exceptions to manufactured home siting provisions if: 1) there is more than 10 years difference between the date of manufacture of the manufactured home and the date of the application for the issuance of an installation permit; or 2) if the site is listed on the National Register of Historic Places and regulated by a legislative body pursuant to Cal. Gov't Code § 37361.



The City complies with State law. According to Zoning Plan Section 17.84.090, the City allows manufactured homes on permanent foundations in all zoning districts that permit single-family residences subject to the same development standards as conventional single-family dwellings.

5.1.4.3 Mobile Home Parks

Cal. Gov't Code § 65852.7 specifies that mobile home parks shall be allowed on "all land planned and zoned for residential land use." However, local jurisdictions are allowed to require use permits for mobile home parks.

The Zoning Plan includes the Mobile Home Park (MHP) district to provide for the coordinated development and maintenance of mobile home parks. This district is consistent with all residential general plan designations, provided the residential densities of the applicable general plan designation are met.

The Zoning Plan also has a Mobile Home (T) combining district to provide areas where mobile homes may be located in addition to uses otherwise permitted by the principal district. The T district may be combined with the following primary districts: Habitat protection (HP), Rural residential (R-R), or Interim rural (I-R).

The City does not fully comply with the requirements adopted in 1981 that requires mobile home parks be allowed within all residential zones, either by right or by discretionary review. There is a program in the Housing Element for the City to update the Zoning Plan to include updated zoning provisions to comply with State law requirements for the allowability of mobile home parks.

5.1.4.4 Housing for Employees

The Employee Housing Act (EHA) (Cal. Gov't Code § 17021.5) establishes the standards for the construction, maintenance, use, and occupancy of living quarters, called employee housing. Employee housing is defined by the EHA as privately-owned housing that meets the following:

- Living quarters provided in connection with any work, whether or not rent is involved.
- Housing in a rural area that is:
 - Provided by someone who is not an agricultural employer, and
 - Provided for agricultural workers employed by any agricultural employer.

The EHA requires jurisdictions to permit employee housing for six or fewer employees as a single-family use. HCD indicates that employee housing shall not be included within the zoning definition of a boarding house, rooming house, hotel, motel, or other similar term that implies that the employee housing is a business run for profit or differs in any other way from a family dwelling. Jurisdictions cannot impose a conditional use permit, zoning variance, or other zoning clearance of employee housing that serves six or fewer employees that are not required of a family dwelling of the same type in the same zone. Additionally, under Cal. Gov't Code §§ 17021.6 any zone where agriculture is an allowed use, employee housing containing up to 36 beds and 12 units must be treated as an agricultural use. No conditional use permit, zoning variance, or other zoning clearance shall be required for this type of employee housing that is not required of any other agricultural activity in the same zone.

The City does not fully comply with the requirements relating to the allowability of employee housing. There is a program in the Housing Element (Program HE 1.13) for the City to update the Zoning Plan to include updated zoning provisions to comply with State law requirements for the allowability of employee housing for six or fewer persons where single family uses are permitted, and approved in the same way that single family uses are allowed, whether permitted or requiring an administrative permit or conditional use permit (Cal. Gov't Code § 17021.5); and in agricultural zones (up to 36 bed/12 units) in accordance with Cal. Gov't Code § 17021.6.

5.1.4.5 Emergency Shelters, Transitional Housing, Supportive Housing, and Other Group Living

SB 2, in effect as of January 2008, amended State housing law (Cal. Gov't Code §§ 65582, 65583, and 65589.5) regarding shelter for homeless persons. This legislation requires local jurisdictions to strengthen provisions for addressing the housing needs of homeless persons, including the identification of a zone or zones where emergency shelters are allowed as a permitted use without a conditional use permit. The law also requires jurisdictions to allow transitional and supportive housing all zones allowing residential uses subject to the same requirements of other residential uses in the zones.

5.1.4.5.1 EMERGENCY SHELTERS

Cal. Health & Safety Code § 50801 defines an emergency shelter as "housing with minimal supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person. No individual or household may be denied emergency shelter because of an inability to pay."

State law requires jurisdictions to allow emergency shelters and supportive and transitional housing without a conditional use permit. The City must identify a zone or zones where emergency shelters will be allowed as a permitted use without a conditional use permit or other discretionary permit. The zone or zones identified have to have land available to accommodate an emergency shelter.

The Zoning Plan is consistent with State law and allows emergency shelters in the C-2 district. The C-2 zone accounts for 62.4 acres within the City. C-2 districts are centered on major commercial corridors served by public transit, including along Shasta Dam Boulevard, Cascade Boulevard, and the intersection of Shasta Dam and Lake. More than 120 C-2 parcels are vacant (37.95 acres). Current uses in C-2 zones include retail, banking, grocery and food service, and a variety of service industries. Uses immediately adjacent to C-2 districts include churches, parks, and residential homes.

5.1.4.5.2 TRANSITIONAL AND SUPPORTIVE HOUSING

State law (Cal. Gov't Code § 65583) requires cities and counties to consider transitional and supportive housing as residential uses allowed in all zones that allow residential uses and only subject to those restrictions that apply to other residential uses of the same type in the same zone. Transitional housing is designed to assist homeless individuals and families in moving beyond emergency shelter to permanent housing. State law defines "transitional housing" as:

Housing with supportive services for up to 24 months that is exclusively designated and targeted for recently homeless persons. Transitional housing includes self-sufficiency development services, with the ultimate goal of moving recently homeless persons to permanent housing as quickly as



possible, and limits rents and service fees to an ability-to-pay formula reasonably consistent with the United States Department of Housing and Urban Development's requirements for subsidized housing for low-income persons. Rents and service fees paid for transitional housing may be reserved, in whole or in part, to assist residents in moving to permanent housing.

The State defines "supportive housing" as:

Housing with no limit on length of stay, that is occupied by the target population, and that is linked to onsite or offsite services that assist the supportive housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community.

Additionally, the State defines the "target population" as:

Persons, including persons with disabilities, and families who are "homeless," as that term is defined by Section 11302 of Title 42 of the United States Code, or who are "homeless youth," as that term is defined by paragraph (2) of subdivision (e) of Section 11139.3 of the Government Code.

The Zoning Plan is consistent with State law and allows both Transitional (§ 17.81.140) and Supportive Housing (§ 17.81.130) subject to only those restrictions that apply to other residential dwellings in each zone.

Further, Government Code Section 65560 et. seq. requires that local jurisdictions allow "low barrier navigation centers" by right in areas zoned for mixed use and in non-residential zones permitting multifamily residential uses, if they meet the requirements specified in Government Code Section 65662. A "Low Barrier Navigation Center" is a Housing First, low-barrier, service-enriched shelter focused on moving people into permanent housing that provides temporary living facilities while case managers connect individuals experiencing homelessness to income, public benefits, health services, shelter, and housing. "Low Barrier" means best practices to reduce barriers to entry such as allowing pets; storage of possessions; and privacy. The Housing Element includes a program to update the Zoning Plan to allow low barrier navigation centers by right in areas zoned for mixed use as well as nonresidential zones permitting multifamily uses.

5.1.4.5.3 BUILDING CODES AND ENFORCEMENT

Building codes and their enforcement influence the style, quality, size, and costs of residential development. Such codes can increase the cost of housing and impact the feasibility of rehabilitating older properties that must be upgraded to current code standards. In this manner, buildings codes and their enforcement act can as a constraint on the supply of housing and its affordability.

The City of Shasta Lake Building Division has primary responsibility for plan review and field inspections to enforce the California Building Standards Code. The City has adopted the Building Code and has not adopted local amendments. The Building Code determines the minimum residential construction requirements throughout California. The County has also adopted the Uniform Housing Code as published by the International Conference of Building Officials. The Uniform Housing Code regulates and controls the use, occupancy, location, and maintenance of all residential buildings and structures.

The Shasta Lake Fire Protection District (SLFPD) reviews all building plans for new construction for conformity with the California Fire Code prior to submittal of the plans and building permit application to the City. The City and SLFPD collaborate on code enforcement issues.

The City coordinates with the Shasta County Environmental Health Department (EHD), which acts as the Local Enforcement Agency (LEA) for the City. EHD issues septic tank permits, restaurant clearances and monitors business plans for hazardous waste generated by uses.

The Code Enforcement Division addresses concerns about unsafe, unhealthy, or unsightly conditions in homes. As with most jurisdictions, the Code Enforcement Division responds to code enforcement problems largely on a complaint basis. The City's first step with all code enforcement actions is to seek to work with the property owner on achieving compliance, rather than austere enforcement. Although, administrative citations are not currently (2020) required to include information regarding resources available to the homeowner to correct the cited issue(s), this housing element includes an implementation program to update the Chapter 1.17 of the Municipal Code to require the enforcement officer to provide this information.

The City building codes are consistent with the codes used in other jurisdictions throughout California, and do not negatively impact the construction of affordable housing. The City strives to balance ensuring that housing is safe and avoiding the potential loss of affordable housing units through unnecessarily strict enforcement practices.

5.1.4.5.4 DESIGN REVIEW

Design review requirements are a tool for jurisdictions to promote quality architectural design, site planning, and landscaping. This process provides the City with additional oversight to ensure that a project meets existing policies and aesthetic, site-specific, and structural considerations. Design review requirements can sometimes increase the cost of housing, particularly those that require additional costly features be provided in a multifamily housing development.

The City has a Design Review (DR) district, which can be combined with any principal district. New development in a DR district is subject to a Use Permit, which requires a Public Hearing before the Planning Commission extending the time necessary for project approval.

SB 35 Project Streamlining. SB 35 mandates that when jurisdictions have insufficient progress toward their Lower income RHNA (Very Low and Low income), these jurisdictions are subject to the streamlined ministerial approval process for proposed developments with at least 50% affordability. If the jurisdiction also has insufficient progress toward their Above Moderate income RHNA, then they are subject to the more inclusive streamlining for developments with at least 10% affordability. The City does not currently have a streamlined ministerial process in place for SB 35 qualified projects but has included an implementation program to establish clear objective design and development standards for mixed use and multi-family housing projects regardless of SB 35 eligibility.. Once the objective design standards are adopted, multifamily and mixed-use projects will be allowed by right and approved through a ministerial, staff-level review process.



5.1.4.5.5 PROCESSING AND PERMIT PROCEDURES

Uncertainty and delays in processing the various permits and applications that are necessary for residential development can add significantly to housing costs, and further, deter a developer from pursuing a project in the city. The development review and permitting process ensures that new residential projects develop in an orderly manner, consistent with the General Plan and the Zoning Plan. The City's permitting process includes the following levels:

- **Ministerial review.** City staff is authorized to approve site plans and improvement plans based on completion of project requirements for individual single-family homes and accessory dwelling units. Staff also approves lot line adjustments and encroachment permits administratively.
- **Administrative review.** First, City staff review all applications for completeness and compliance with requirements and procedures. Then, City staff prepare a report, which includes any recommended conditions of approval. Next, the Development Services Director or his or her designee consider approval of the application after the application is accepted as complete. The Zoning Plan includes several project types that are allowed pursuant to a Director-issued administrative permit.
- **Discretionary review.** First, City staff review all applications for completeness and compliance with requirements and procedures. Then, City staff prepare a report, which includes any recommended conditions of approval. The Planning Commission reviews the application during a public hearing and may approve, conditionally approve, or deny approval of the application by resolution, as defined by Chapter 17.92 of the Zoning Plan. The resolution must clearly describe the uses permitted, all conditions of approval, and which conditions, if any, must be met prior to use of the use permit. Findings include that the establishment, maintenance or operation of the use, building or facilities applied for will not, under the circumstances of the particular use, be detrimental to the health, safety, peace, morals, comfort and general welfare of persons residing or working in the neighborhood of the proposed use or be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the city; provided, if any proposed use, building or facility is necessary for the public health, safety or general welfare, the findings shall so state. The planning commission may require security it deems reasonably necessary to ensure compliance with any conditions imposed. In addition to these findings, the planning commission shall also find proposed uses within Design Review (DR) districts to be compatible with the purposes of Chapter 17.78 of the Zoning Plan. In addition to establishing clear and objective design standards for mixed use and multi-family housing projects, the City intends to revise Chapters 17.92 (Applications and Procedures) and 17.78 (Design Review District) to remove barriers to housing production created in the review process.
 - *Appeal.* Any interested person may appeal a decision of the planning commission to approve, conditionally approve or deny an application for a variance or use permit, or to amend or add conditions, or to revoke a variance or use permit by filing a notice of appeal with the city clerk within five calendar days of the decision. The City Council will then consider the matter during a public hearing.

Table 5-6 summarizes typical processing procedures by project type.

Table 5-6: Typical Processing Procedures by Project Type

	Single Family Unit	Subdivision	MFD (6 or fewer units / less than 5 acres)	MFD (7 or more units or over 5 acres – or in Design Review Overlay Zone)
List of Typical Approval Requirements	Site Plan Review TAC Review Building Plan Check	<ul style="list-style-type: none"> •Application submitted •TAC review and comments •Review by public agencies •Initial Environmental Study; •Negative Declaration; Mitigated Negative Declaration •Public review period Staff report preparation and conditions of approval •Planning Commission public hearing 	<ul style="list-style-type: none"> •Application submitted •TAC review and comments •Building plan check •Discretionary review where required 	<ul style="list-style-type: none"> •Application submitted •TAC review and comments •Review by public agencies •Public review period •Preparation of staff report and conditions of approval •Planning Commission public hearing
Est. Processing Time	4 weeks	3 – 6 months for Parcel Maps 6 months – 1 year for Subdivisions	2 months	3 – 6 months

Source: City of Shasta Lake, 2020

The time required to process a project varies greatly and is directly related to the size and complexity of the proposal and the number of actions or approvals needed to complete the process, including satisfying the requirements of the California Environmental Quality Act (CEQA). Further, complex, larger projects may require multiple discretionary permits, which are typically processed concurrently.

Table 5-7 outlines the typical processing timeframes in 2019.

The City continually seeks methods to improve the permitting process to increase efficiency and better serve the development community. City staff work with applicants to promote quality projects and to meet timelines. Processing times vary with staff workload, but have decreased significantly since the last housing element cycle. Processing and permit procedures do not constitute a development constraint in Shasta Lake.

Table 5-7: Timelines for Permit Procedures

Type of Approval or Permit	Typical Processing Time
Ministerial Review	1-3 weeks
Director-Issued Administrative Permit	1-3 weeks
Conditional Use Permit	2-5 months
General Plan Amendment	3-6 months
Zone Change	3-5 months
Site Plan Review (Technical Advisory Committee)	1-3 weeks



Type of Approval or Permit	Typical Processing Time
Architectural/Design Review (Planning Commission)	1-4 months
Subdivision (more than 4 parcels) Maps	4 months - 1 year
Parcel Maps	2-5 months
Variance	3 months
Grading/Improvement Plan	1-3 months
Initial Environmental Study	1-3 months
Environmental Impact Report	1 year

Source: City of Shasta Lake, 2019

5.1.4.5.6 BUILDING PERMIT AND INFRASTRUCTURE IMPACT FEES

The City assesses impact fees for new construction and reconstruction/re-establishment of units not used in the last three years in accordance with Cal. Gov't Code §§ 66000-66025. The City collects fees to help cover the costs of permit processing, environmental review, building inspections, and capital improvements. These fees are generally assessed based on the property valuation or square footage of a residential development. The City completed Master Plans to identify needed infrastructure improvements throughout the city and impact fee studies to determine fair share contributions to fund these improvements.

The 2014-19 Housing Element included Policy H-P-17 to focus on ensuring that the development impact fee structure did not unnecessarily constrain production of affordable infill development and multifamily housing, and where such a constraint was identified, to waive or reduce fees as part of an incentive package. The Housing Element also included Program HE 3.3: Impact Fees for Affordable Housing to waive impact fees for affordable housing developments that include long-term affordability of at least 30 years. Further, Zoning Program Chapter 17.81 states that the City shall grant priority to affordable housing projects for water and sewer allocations.

Table 5-8 shows the major application-related fees for development in Shasta Lake.

Table 5-8: Major Fees Associated with New Housing Development

Type of Fee	Fee Amount
Zone Change (1 acre or less)	\$3,487
Use Permit (1 – 1,000 square feet)	\$890
Use Permit (Over 1,000 square feet)	\$1,244
Environmental Impact Report (EIR) Review (Less than 5 acres)*	\$4,666*
*Plus 100% of Consultant's cost	
Site Development Permit Design Review	\$472
General Plan Amendment (1 acre or less)	\$5,032
Plan Check Fee	Included in Building Permit Fee
Building Permit Fee	See Table 39 on the following page
General Plan Maintenance Fee	0.1842% of project valuation

Type of Fee	Fee Amount
Information Technology Fee	0.1789% of project valuation
SMIP State Mandated Fee (Valuation more than \$3,850)	Value X \$0.00013
CBSC State Mandated Fee (Valuation \$75,001 – \$100,000)**	\$4**
** Add \$1 for each \$25,000 range above \$100,000	
Encroachment Permit	\$110
Water Capacity Charge – 1" meter for fire sprinkler requirement	\$5,367
Water Service Connection and Meter Charge – 1" Meter and 1" Service	\$2,487
Sewer Collection System	\$5,350
Sewer Connection Permit	\$60
Park and Recreation Facilities Impact Fee	Single family unit : \$1,589 Multifamily unit : \$1,445
Transportation System Impact Fee	Single family unit : \$680.90 Multifamily unit : \$1,182.48

Source: City of Shasta Lake, 2019

Table 5-9 shows typical building permit fees for new residential construction based on square footage.

Table 5-9: Building Permit Fees

Size of Home (Square Feet)	Building Permit Fee
1 – 600	\$1,495
601 – 1,200	\$1,608
1,201 – 1,400	\$1,681
1,401 – 1,800	\$1,803
1,801 – 2,000	\$1,876
2,001 – 2,400	\$2,050
2,401 – 2,600	\$2,120
2,601 – 3,000	\$2,245
3,001 – 3,200	\$2,316
3,201 – 3,600	\$2,440
Each additional 200 square feet	\$191

Source: City of Shasta Lake, 2019

Table 5-10 compares typical building, development, and school fees for single-family and multifamily dwellings. These fees are in line with other cities in the region. Depending on housing unit size and type, it is estimated City and school district fees amount to between ten and thirteen percent of the total cost of each moderate and above- moderate housing unit. However, improvements funded by these fees are deemed necessary to maintain the health, safety, and quality of life desired by City residents, and the City has determined its fee structure does not represent a constraint on overall development that is dissimilar to other jurisdictions in California.



Current permit and impact fees pose a constraint however for low, very low, and extremely low-income housing units. In the last housing element cycle the City completed an implementation program aimed at reducing fees for affordable housing development. Rather than limit fee reductions to affordable housing developments, the City Council approved a 50% reduction of impact fees for all residential projects and implemented the new fee structure for water and wastewater utility charges in 2018. Additionally, this Housing Element includes a program to seek Federal, State, and local funding sources to meet new construction and rehabilitation needs of extremely low-, very low-, low-, and moderate-income households.

Table 5-10: Typical Impact, Development, and School Fees

Fee Description	1,500 sq. ft. w/ 480 sq.ft. garage	Four-Plex with 800 Square Foot Units
Building Permit Fees		
Building	\$1,137.00	\$1,404.00
Plan Check	\$739.00	\$912.00
Encroachment	\$112.00	\$112.00
SMIP Fee	\$26.89	\$50.34
CBSC Fee	\$9.00	\$16.00
General Plan Maintenance	\$381.06	\$713.29
Information Technology Fee	\$370.10	\$452.00
Subtotal	\$2,775.05	\$3,659.63
Development Impact Fees		
Water Capacity	\$5,367.00	\$26,835.00*
Water Meter	\$2,487.00	\$2,500.00**
Sewer Collection	\$5,350.00	\$21,400.00
Sewer Treatment		
Sewer Connection	\$60.00	\$76.00
Sewer Tap		\$82.76
Electric	\$4,323.00	
Parks & Recreation	\$1,589.00	\$5,780.00
Transportation Impact	\$1,680.90	\$4,729.92
Subtotal	\$20,856.90	\$61,403.68
School District	\$5,685.00	\$12,128.00
Total	\$29,316.95	\$77,191.31

Source: Development Services Department

NOTE: School Fees are calculated using a 3.20/sqft fee.

*Water Distribution Main Charge (SLMC 13.08.031) – \$5,367 x meter hydraulic capacity ratio (\$5,367 x 5(1.5 inch water meter) = \$26,835). This is variable depending on meter size. Water Distribution Main Charge - The water distribution main charge shall be sixteen dollars (\$16.00) per fronting foot of the parcel. When the main does not and will not run tSShe entire front of the property, the fee shall be charged for a minimum of sixty (60) feet.

**Water Service Connection and Meter Charge – actual cost per size

5.1.4.6 Parking

Because parking often requires large amounts of land, parking requirements are one of the development standards that can most negatively impact the development of affordable housing. Parking requirements increase the cost of development, limiting the funds available for providing housing. The City's parking requirements for residential districts vary by housing type, the number of units, and parking needs.

AB 744 Planning and Zoning: Density Bonus went into effect on January 1, 2016 to reduce parking standards for affordable housing, senior housing, and special needs housing projects. Affordable housing projects that claim a density bonus can request the reduced parking requirement of 0.5 spaces per unit if the project is located near public transit, or if the project serves seniors and has access to public transit. Special needs housing projects that are entirely affordable to lower-income households can request the reduced parking requirement of 0.3 spaces per unit. When local parking requirements are higher, the statewide parking standards supersede the local requirements.

The State passed AB 1763 in October 2019, which expands concessions under the existing Density Bonus Law by eliminating vehicular parking requirements for a development that consists solely of rental units.

Along with AB 1763, the State also passed AB 881 and SB 13, which removed impediments to ADU production by prohibiting requirements for replacement of off-street parking spaces when a garage, carport, or covered parking structure is demolished or converted for ADU construction. SB 13 also prohibits the City from imposing parking standards on an ADU that is located within one-half mile walking distance of public transit. Because there is limited public transportation service in Shasta Lake, AB 744 and SB 13 parking standards apply to limited circumstances.

Because most Shasta Lake residents depend on private automobiles, the City needs to continue considering parking requirements to ensure adequate parking. Further, because of proximity to Shasta Lake, for many single-family units also provided on-site for recreational vehicles, boats, and other watercrafts.

The City's parking standards are similar to those in similar jurisdictions, and therefore do not represent an unreasonable development constraint. Single-family zones require two parking spaces per unit, while multifamily zones require 1.5 parking spaces per one-bedroom or studio unit (two parking spaces per unit for two or more bedroom units) plus one guest parking space for each five units, and one recreational vehicle parking space for each 10 units. Additionally, land costs are not as high in Shasta Lake as they are in other parts of the state, so the cost of land dedicated to parking is not as much of a concern in the city as it is elsewhere in California. Notably, the City offers reduced parking standards as an incentive for affordable housing.

5.1.4.7 Construction Standards for Street, and Sidewalk Standards

Onerous standards regarding streets, sidewalks, and curbs can create obstacles to housing production. The City of Shasta Lake uses the City of Redding Construction Standards, which outline minimum standards as follows:

- Street width (collector, local, cul-de-sac, and alley): 10 feet
- Sidewalk width: 3 feet
- Curb height: 6 inches



- Curb width: 6 inches
- Curb type: vertical only

The City's construction standards regarding streets, sidewalks, and curbs do not impose a constraint to housing development.

5.1.4.8 Non-Conforming Structures/Lots Requirements

There are many non-conforming lots and structures in the city, which were lawful when they were originally constructed but do not conform to current development standards or the Zoning Plan. Many lots are 4,000 square feet or less, and therefore do not meet current minimum lot size standards, including required setbacks. In addition, the Summit City area of Shasta Lake lacks public sewer, and extension of sewer to the area would be cost prohibitive for a private development. The Zoning Plan allows these substandard lots, which contain less area than is currently required, if all other development standards of the zone district are met or the City approves a variance.

Additionally, many non-conforming structures were constructed during the 1930s to 1940s, with a few during the 1950s, which were intended only as temporary housing for workers constructing Shasta Dam. Table 2-13 describes the age of the city's housing stock. If these structures/buildings had been built to Code and maintained through the years, they could have been a source of housing available for rehabilitation. However, this is generally not the case with many of the structures as they have been identified as code enforcement cases.

The Nonconforming Uses section of the Zoning Plan is restrictive in that only a minimal amount of maintenance and repairs can be made to any non-conforming structure, and no structural alterations can be made. The cost of maintenance and repairs cannot exceed 25 percent of the current appraised value of the structure. These provisions have functioned to limited property owners' who would otherwise bring such structures up to Code.

The City's Zoning Plan, while simple, restricts the use of nonconforming properties or buildings with the single goal of providing for their elimination or immediate compliance with current zoning standards. In 2019, the City addressed this constraint by revising the ordinance to facilitate housing by:

- providing clear definitions and direction on dealing with nonconforming uses of property, non-conforming buildings, non-conforming sites and parcels;
- establishing that investments made in developed property can be substantial, and that continuation or improvement of certain nonconforming uses or sites may be desirable if it can be assured that the use of the property or structure does not negatively impact adjacent properties;
- providing an opportunity for limited improvement or changes in use of nonconforming structures or properties to reduce the blighting influence that may occur if properties are not allowed to be used for their originally designed purposes;
- allowing minor modifications to non-conforming structures or properties with issuance of an Administrative permit; and
- providing greater flexibility for the rebuilding of non-conforming multiple-family residential developments that are damaged or destroyed by calamity.

5.1.4.9 On- and Off-Site Improvements

The City continues to pursue grant funding and low-interest rate loans to provide infrastructure and complete capital projects. However, there are still gaps in sidewalks and pavements, and areas in the city without adequate water and sewer services. Inadequate or missing infrastructure in the city has led developers to consider other communities because they recognize that infrastructure improvements would be required as part of the process.

Title 16 of the Municipal Code provides the requirements for site improvements and infrastructure for subdivisions. Chapter 17.84 in the Zoning Plan describes general development standards for new commercial, industrial, and public development projects. All new construction of residential, commercial or industrial buildings must have primary access from an existing paved street.

The City's on- and off-site improvement requirements are common throughout Shasta County and are not a significant constraint to the production of housing. These standards allow for a variety of methods for water and sewer services, allowing site-specific considerations to dictate the appropriate infrastructure needs of the development.

5.1.4.10 Density Bonus

A density bonus is the allocation of development rights that allows a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned. State law requires local governments to grant a density bonus and other incentives or concessions to developers who agree to provide a specified percentage of housing units for lower-income households as part of an approved development.

The State revised the law in October 2019 by enacting AB 1763, which amended Government Code Section 65915, to enhance affordable housing development incentives. Under this bill, housing development with 100 percent of the total units for lower-income households, 20 percent of which can be for moderate-income households, are eligible to receive four incentives or concessions. Additionally, if the development is within ½ mile of a major transit stop, then it can receive a height increase of up to three additional stories or 33 feet.

For a development that consists solely of rental units, exclusive of a manager's unit or units, with an affordable housing cost to lower income families, as provided in specified law, and that is a special needs housing development, as defined, existing law limits that vehicular parking ratio to 0.3 spaces per unit. The magnitude of the incentive depends on the total share of development that is designated affordable. Additionally, State law provides density bonuses to projects that donate land for residential use. The donated land must satisfy all of the following requirements:

- The land must have general plan and zoning designations which allow the construction of very low-income affordable units as a minimum of 10 percent of the units in the residential development;
- The land must be a minimum of 1 acre in size or large enough to allow development of at least 40 units; and
- The land must be served by public facilities and infrastructure.

Section 17.81.050 in the Municipal Code describes density bonus procedures in the city. The City references Cal. Gov't Code §§ 65915-65919 and subsequent amendments to ensure consistency with



the most recent changes to State law. Additionally, the City's 2014-2019 Housing Element includes Policy H-P-2, which states: "The City shall grant residential density bonuses consistent with State law for projects that reserve units for low- and/or moderate-income households and meet affordability longevity requirements." The City has adopted neither an inclusionary ordinance nor a short-term rental ordinance.

5.1.4.11 Housing for Persons with Special Needs

5.1.4.11.1 DEVELOPMENT, MAINTENANCE, AND IMPROVEMENT OF HOUSING FOR PERSONS WITH DISABILITIES

State housing element law requires jurisdictions to analyze potential and actual constraints upon the development, maintenance, and improvement of housing for persons with disabilities and demonstrate local efforts to remove governmental constraints that hinder the locality from meeting the need for housing for persons with disabilities. In accordance with SB 520 (Chapter 671), the City has analyzed the potential and actual governmental constraints on the development of housing for persons with disabilities.

The City has adopted the California Building Code as published by the International Code Council together with all relevant appendices and amendments. The City has not adopted any local amendments to the Code that may diminish the ability to accommodate housing development for persons with disabilities.

5.1.4.11.2 REASONABLE ACCOMMODATION

The City adopted reasonable accommodation procedures, which are incorporated into the Affordable Housing chapter of the Zoning Plan. It focuses on ensuring equal access under the Federal Fair Housing Act and the California Fair Employment and Housing Act with respect to zoning and other land use regulations, policies, and procedures. The procedure outlines the process for requesting reasonable accommodation, including identifying who may request a reasonable accommodation (i.e., persons with disabilities, family-members, landlords, etc.), timeframes for decision-making, and provision for relief from certain land-use, zoning, or building regulations that may constrain housing for persons with disabilities.

5.1.4.11.3 GROUP HOMES

The Zoning Plan defines "Group foster home" as:

... a state or county authorized, certified or licensed foster care facility, serving more than six mentally disordered or otherwise handicapped persons or dependent or neglected children, which provides care on a twenty-four (24) hour basis; or such a facility, serving more than six children or adults, which is licensed by the state or county or certified by a state-licensed child placement agency and is institutional or medical in nature.

Group foster homes, as defined above, are allowed in the I-R, R-R, R-2 and R-3 zoning districts pursuant to issuance of a use permit. Parking requirements for a group home are the same as for multi-family residential uses. The current code does not include separation distance requirements for special needs

housing developments. Licensed residential care facilities with fewer than six persons are allowed outright in single-family zone districts.

5.1.4.11.4 DEFINITION OF FAMILY

The Zoning Plan defines "family" as:

... one or more persons occupying premises and living as a single nonprofit housekeeping unit, as distinguished from a group occupying a boarding or lodging house, hotel, club or similar dwelling for group use. "Family" does not include a fraternal, religious, social or business group. "Family" shall be deemed to include domestic servants employed by a family.

This definition eliminates any potential constraints to the use of a single-"family" dwelling unit as a community care facility, emergency or transitional housing, residential care facility, group home, or other special needs housing.

5.1.5 ADDITIONAL PLANS

The following discussion addresses additional City plans with policies and programs that have an impact on housing production.

5.1.5.1 Tree Conservation Ordinance

The City's Tree Conservation Ordinance serves to promote the conservation of a healthy tree population and to maintain and enhance tree canopy throughout the community through the preservation of existing native and nonnative trees where feasible; the replacement or transplanting of trees removed where appropriate; and the planting of new trees in locations, number, and kind compatible with local conditions. Although trees are recognized as important to the general well-being of the citizens of the city, the City is currently (2020) in the process of amending the ordinance to balance housing production requirements and tree conservation.

5.1.5.2 Hillside Grading Ordinance

The Hillside Grading Ordinance serves to safeguard life, health, property, the environment, and the public welfare by regulating clearing and grading on private and public property and providing standards and design criteria implementing stormwater best management practices to control water pollution and erosion during all construction activities for all development. The Ordinance sets rules and regulations to control excavation, grading, earthwork construction, and development on hillsides and along ridgelines in Shasta Lake. In an effort to address constraints to housing development, the City is currently (2020) in the process of amending the ordinance to allow staff-level review and approval without the need for Planning Commission review.



5.1.6 POTENTIAL NON-GOVERNMENTAL CONSTRAINTS

The availability and cost of housing is strongly influenced by market forces over which local governments have little or no control. Nonetheless, State law requires that the Housing Element contain a general assessment of these constraints, which can serve as the basis for actions to offset their effects. The primary non-governmental constraints to the development of new housing are environmental constraints and development costs.

5.1.6.1 Environmental Constraints

5.1.6.1.1 TOPOGRAPHY

City topography varies significantly, with slopes ranging from zero percent to in excess of 30 percent. In 2007, the City adopted a Grading, Erosion Control, and Hillside Development Ordinance, which addresses how the City regulates clearing and grading, as well as standards and design criteria for controlling water pollution and erosion during construction. The City does not allow extensive development or grading on slopes of 30 percent or greater. The City also limits grading on natural slopes of 20 to 30 percent to construction and installation of roads, driveways, utilities, garage pads, and other limited pad grading.

5.1.6.1.2 FLOODPLAIN

The City of Shasta Lake is near Shasta Lake and the Shasta Dam. FEMA has identified several creeks within the city with a 1 percent to 0.2 percent annual chance flood hazard (100- to 500-year floodplain). The City has adopted floodplain management regulations, which are included in the Municipal Code. The City requires all new residential construction or substantial improvements in areas of special flood hazards must have the lowest floor, including basement, be elevated at least one foot above the base flood elevation.

5.1.6.2 Development Costs

5.1.6.2.1 LAND COSTS

Costs associated with the acquisition of land include both the market price of raw land and the cost of holding the property throughout the development process. Land acquisition costs can account for over half of the final sales price of new homes in very small developments and in areas where land is scarce. The price of land varies based on numerous factors, including location, terrain, availability of infrastructure and utilities, soil type, development type, and required improvements.

Land costs in Shasta Lake are significantly lower other cities in the area, and across the state. Because Shasta Lake has acted as a bedroom community to Redding (south of Shasta Lake), in the last few years much activity on infill lots has occurred from individual contractors and small developers buying a few small lots and then building on them for re-sale purposes.

Based on a search of undeveloped lots and land in Shasta Lake using Zillow.com, the average cost per acre for residential lots was approximately \$105,000. Table 5-11 shows the 15 undeveloped lots that were listed on December 2, 2019 that included the parcel size, which were the basis for deriving the average cost. It is important to note that the average is based on a limited sample size during a single point in time.

Table 5-11: Land Costs per Acre

Area	Area (ac)	Price	Cost per Acre
Pine Grove Ave	196.00	\$1,495,000	\$7,628
Shasta Park Dr	10.92	\$69,900	\$6,401
4041 La Mesa Ave	0.13	\$32,500	\$250,035
Cottage	0.99	\$33,000	\$33,333
2319 Ostling Ave	0.50	\$59,900	\$119,800
13670 Shasta St	0.18	\$27,000	\$150,015
2235 Montana Ave	20.00	\$275,000	\$13,750
2005 Elizabeth St	0.21	\$37,000	\$176,202
1120 North Blvd, Lot 7	0.20	\$21,900	\$109,500
Coeur D Alene Ave	4.70	\$99,500	\$21,170
Black Canyon Rd	3.97	\$40,000	\$10,076
4460 Ristay Way	0.46	\$159,000	\$345,652
1120 North Blvd, Lot 5	0.20	\$22,900	\$114,500
Shasta Dam Blvd	0.67	\$69,000	\$102,985
1868 Parallel St	0.35	\$40,000	\$114,286
Average Cost per Acre			\$105,022

Source: Zillow.com, December 2, 2019

5.1.6.3 Construction Costs

Construction costs vary widely depending on the type, size, location, design, and amenities of the development. "Entry-level" homes have far fewer amenities than other higher-priced custom homes. According to HomeGuide.com, a nationwide average cost to build an entry-level, 2,000 square foot home is \$178,000, or \$89 per square foot.

High construction costs coupled with high land costs make it difficult for private sector developers to provide housing for lower-income residents. However, even with lower land and labor costs in Shasta Lake, lower wages and higher unemployment rates make market-rate housing unaffordable. Limited subsidies, incentives, and other types of financial assistance are available to private sector developers to bridge the gap between actual costs of development and the sale price of affordable housing.

5.1.6.4 Labor Costs and Prevailing Wage

Labor costs also factor heavily into the total cost of housing production. The cost of labor for a particular construction trade can vary significantly by metropolitan area and is typically beyond the control of local government. The competition for labor and materials during the housing boom of the mid-2000s caused an increase in labor and material costs. Construction costs dropped sharply during the Recession of the late 2000s, however they have since spiked by 23.6 percent (nationwide average between 2004 to 2018) because of rising labor costs. These labor costs have risen significantly, in part, because the lack of employment opportunities during the Recession forced construction workers to pursue other careers and there was not a draw for new workers to enter the trade. Labor costs are generally lower in the Northern California compared to urban or coastal markets.

When private development projects receive government subsidies they are classified as "public works" projects. Any public works project must pay workers the "prevailing wage"—the minimum wage rates payable to construction workers who are employed on public works projects in California. The hourly work rates are published quarterly by the California Department of Industrial Relations (DIR). For projects that receive assistance from local or state governments, the State requires the payment of prevailing wages which can have a significant effect on overall development costs. In general, prevailing wage requirements have caused labor costs to increase anywhere from 5 to 30 percent in urban areas and up to 40 percent in rural areas.

5.1.6.5 Availability of Financing

Financing has historically been available for credit-worthy projects, with interest rates determined largely by the monetary policy of the Federal Reserve Board. Beginning in the 1990s rising housing values and a growing housing industry boosted investor and homebuyer portfolios and contributed to a sense of security that encouraged continued investment in the housing market. Alternative mortgage products increased the number of homebuyers, especially investors who purchased single family homes as non-primary residences. Virtually every business or profession related to homes sales, construction, mortgages, and titles had increased business opportunities during this period.

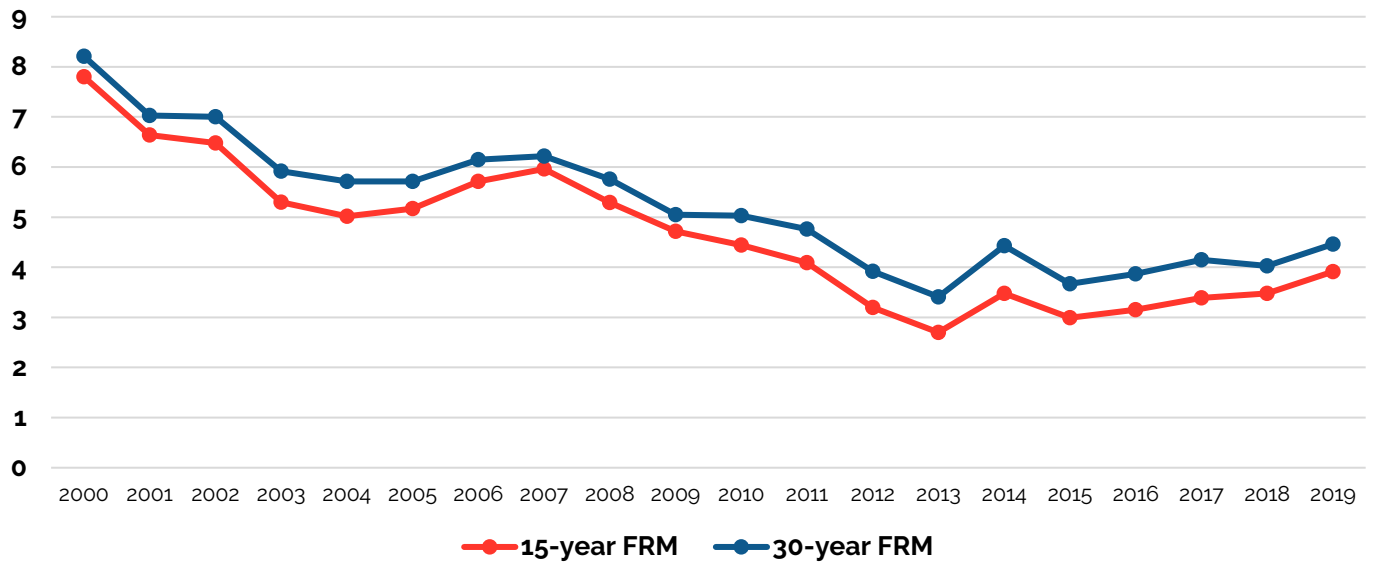
Availability of financing shifted with the mortgage banking crisis that began in 2008. The crisis was the result of alternative or "creative" mortgage products such as graduated payment mortgages, variable and adjustable rate mortgages, interest-only loans, "stated income" loans with no income verification, and zero down payment loans allowed consumers to purchase high-priced housing without the qualifications required by traditional loans, such as sufficient income level. These mortgage products increased homeownership rates.

The subprime mortgage crisis precipitated when borrowers who purchased homes found that they owed more on their homes than their homes are worth. The mortgage market collapse also impacted borrowers with "jumbo" loans, relatively large loans that are not Federally backed. Resets of interest rates and mortgage payments in the subprime mortgage market resulted in huge waves of foreclosures.

In response to the financial crisis, the U.S. government passed the Dodd-Frank Wall Street Reform and Consumer Protection Act (2010) to tighten lending standards on subprime loans. The Dodd-Frank Act set the requirements for a "qualified mortgage" to insure safe lending practices through regulation of loan interest rates, equity ratio, fees and points, structure, and borrower debt-to-equity ratio. However, it is important to note that the U.S. Congress passed the Economic Growth, Regulatory Relief, and Consumer Protection Act in 2018, which rolled back significant portions of the Dodd-Frank Act. As the economy improves, lenders may continue to make mortgage loans more accessible, although they may never be as easy to obtain as they were prior to 2008.

Mortgage rates have continued to decrease nationwide after 2007, hitting a historic low in 2013. Since 2015, they have risen steadily and were 3.91 for 15-year FRMs and 4.46 for 3-year FRMs in 2019 (see Figure 5-1 below). When interest rates rise, the market typically compensates by decreasing housing prices. Similarly, when interest rates decrease, housing prices begin to rise. There is often a lag in the market, causing housing prices to remain high when interest rates rise until the market catches up. Lower-income households often find it most difficult to purchase a home during this time period.

Figure 5-1: Historic Mortgage Rates



Notes: FRM- Fixed Rate Mortgage; data is for January of each month.

Source: Freddie Mac Primary Mortgage Market Survey, 2



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SECTION 6. EVALUATION

The following section reviews and evaluates the City's progress in implementing the 2014-2019 Housing Element. It reviews the results and effectiveness of programs for the previous Housing Element planning period and contains recommendations for program changes to address current and projected needs and State requirements between 2020 and 2028.

Table 6-1. Evaluation of 2014-2019 Housing Element Implementation Programs

Program	Progress	Evaluation	Continue/ Modify/ Delete
Goal 1: Adequate Land for a Balanced Range of Housing			
HE 1.1: Vacant Land Inventory to Accommodate Future Housing Needs The City shall take the completed land inventory for the City, update it with the few parcels created during the last planning period, and integrate it with the City's GIS system. A process will be developed to provide for updates to both the inventory and the GIS layers that relate to the inventory (including infrastructure) on a regular basis. Information will be assembled in a form useful for marketing the properties for affordable housing.	Ongoing	As part of the completion of the General Plan Update and the 2020-2028 Housing Element Update, Staff updated the vacant land inventory in GIS. Additionally, the City of Shasta Lake has budgeted a full-time GIS Coordinator.	Modify
HE 1.2: Infill Strategic Plan The City will complete the Infill Strategic Report and use it to help establish programs for which the City and the Redevelopment Agency's Successor Agency or the Shasta Lake Housing Authority, will seek funding. This will also assist in setting up a Capital Improvement Plan (CIP), which the City has not established.	Ongoing	As part of the completion of the General Plan Update and the 2020-2028 Housing Element Update, Staff updated the vacant land inventory in GIS. Additionally, the City of Shasta Lake has budgeted a full-time GIS Coordinator.	Delete
HE 1.3: Scattered Site Development The City will map the single vacant lots, their sizes, and other characteristics. If appropriate, the City will seek funding or encourage others to do so. Local builders/developers will be contacted to engage their interest.	Ongoing	As part of the completion of the General Plan Update and the 2020-2028 Housing Element Update, Staff updated the vacant land inventory in GIS. Additionally, the City of Shasta Lake has budgeted a full-time GIS Coordinator.	Modify



Program	Progress	Evaluation	Continue/ Modify/ Delete
HE 1.4: Non-Conforming Structures and Uses After the completion of the infill report and the site inventory, the City will complete a review of the existing ordinance in relation to use of vacant and underutilized sites. Based on the review the City will modify the Zoning Ordinance to reflect the findings of the review.	Completed	The City revised the Non-Conforming Uses, Structures, Sites and Parcels ordinance in 2019. The City is in the process of completing a comprehensive General Plan Update that is scheduled to be completed in 2020-2021. The City is deferring review of the Zoning Ordinance to follow completion of the GPU.	Modify
HE 1.5: Multi-Family Property Development Project Identification Identification of multi-family properties with issues for development. Post identification, staff will look to match potential funding available for infrastructure or financing.	Ongoing	Staff has been working with the Community Revitalization and Development Corporation (CRDC) and Michaels Organization to explore potential for a future multifamily development project on Morning Star/Cascade Blvd. Although because the Michaels Organization has had significant staff changes, the project has been on hold. The City continues to seek another developer.	Modify

Program	Progress	Evaluation	Continue/ Modify/ Delete
HE 1.6: Pursue State and Federal Funding Complete a report to the City Manager and City Council addressing potential sources of funding to help fund city needs and prioritize use of City or grant funds for projects. The City shall pursue appropriate State and Federal funding sources to support the efforts of non-profit and for-profit developers to meet new construction and rehabilitation needs of low- and moderate-income households. The City shall periodically update and review available housing programs to identify appropriate funding sources to meet the City of Shasta Lake's housing needs.	Ongoing	Each year, the City of Shasta Lake applies for State and Federal funding to support housing and public infrastructure, including CDBG, FEMA, and HOME funds.	Modify
HE 1.7: Establish Design Standards-Mixed Use and Multi-Family The City will complete the design review project in the next fiscal year (2015/16) subsequent to the Land Use Element update. Workshops for public input will occur in the fall of 2014 with preliminary recommendations for ordinance amendments approved by City Council in 2015/16. The Planning Commission and City Council will review final draft design standards 2015/16. Once design standards are adopted, allowed uses such as (residential, commercial, and mixed use) would no longer have to obtain a Conditional Use Permit from the Planning Commission.	Not completed	The City is in the process of completing a comprehensive General Plan Update that is scheduled to be completed in 2020-2021. The City is deferring until the updated Land Use Element is complete. Staff will also review this goal and the goals of the State to streamline affordable housing projects. A focus of this effort will be ensuring that updated design standards do not escalate the cost of construction for affordable housing, or cause delay or cancellation of projects.	Modify



Program	Progress	Evaluation	Continue/ Modify/ Delete
HE 1.8: Development Agreements The City will adopt a development agreement where necessary that meets State law and provides for the city's interests in promoting quality land use development, and if applicable, long term affordability.	Not completed	The City has reserved a section in the Affordable Housing Chapter of the Zoning Plan for Development Agreements. The City will complete this effort as part of the Land Use Element/General Plan Update in 2020-2021.	Modify
HE 1.9: Homebuyer Assistance Agency staff will provide data on an annual basis as part of the Annual Housing Authority Report detailing the delivery of homebuyer assistance loans. Report will include analysis of income level participation and recommendations for ensuring all eligible income levels are being served.	Ongoing	The City was awarded \$450,000 in HOME funds in 2018 for the First-time Homebuyer (FTHB) Program and continues to submit applications for these competitive funds on an annual basis. The City also uses Program Income received from HOME, CalHOME, and RDA payoffs for the FTHB Program.	Modify
HE 1.10: Collaboration with Affordable Housing Providers The City will continue to seek out affordable housing partners. One-on-one discussions about how to access funding will be undertaken.	Ongoing	The City has been collaborating with a variety of affordable housing developers. The City is working with Veterans Resource Development Center (VRDC) on the construction of a 30-unit low-income transitional facility. The City has reached out to CHIP regarding a City-owned 2-acre parcel for a potential single-family infill project. The City continues to search for a developer for the potential multifamily project near Cascade/Morning Star.	Continue

Program	Progress	Evaluation	Continue/ Modify/ Delete
<p>HE 1.11: Revision of the R-3 and R-4 Zoning Districts to Increase Densities</p> <p>The City will review with affordable housing developers their ability to pay for infrastructure and what densities allow them to maintain the 20-55 year affordability required when installing affordable housing. The City will increase densities for the zones but also will look at particular areas for re-zoning to determine what existing sites can accommodate those densities and be compatible with surrounding neighborhoods.</p> <p>All multi-family residential will be increased to minimum allowable densities of 20 units (Mullin density) per acre. For the R-4 zone, the text will be changed to have allowed mixed uses that can be developed at 30 units be per acre as well. Where mixed uses are allowed, the new design standards may mean that mixed use may become an allowed use (as opposed to requiring a Conditional Use Permit) in some commercial zones. That review will be part of this program. This program was continued because it requires a General Plan Amendment and it is more appropriate to complete with the Land Use Element update.</p>	Completed	The Planning Commission and the City Council approved the zoning and density changes, which went into effect on September 14, 2017.	Delete



Program	Progress	Evaluation	Continue/ Modify/ Delete
HE 1.12: Utility and other Infrastructure Mapping and Verification The City's utilities were installed in the days of paper, not computer or GIS mapping. Unfortunately an additional issue of as-built maps for some of the utilities not being prepared or retained complicates their use. Updating of the maps with verification will help the identified issues.	Completed	The Public Works and Electric Departments have completed their updates of utility maps. The GIS coordinator has mapped all City Utilities.	Delete
HE 1.13: Address Housing Opportunities and Constraints The City shall evaluate the Zoning portion of the Municipal Code to determine what standards may need revision in order to encourage affordable housing. The revisions may include a change in parking standards, setbacks, height, or ability to use clustering without having to re-zone property to the Planned Development Zone.	Ongoing	The City continues to amend the Zoning Plan to encourage affordable housing development. The City is in the process of amending the non-conforming section of the Municipal Code to provide for life/safety code improvements.	Continue
HE 1.14: Annual Report on Housing Element Implementation The City will complete an Annual Housing Report to submit to HCD consistent with State law.	Ongoing	The City continues to complete the Annual Progress Reports on time each year to remain in compliance with HCD.	Continue

Program	Progress	Evaluation	Continue/ Modify/ Delete
Goal 2: Maintenance, Improvement, Preservation, and Rehabilitation of Housing			
HE 2.1: Housing Rehabilitation (Single-family) To conserve what stock the City has that currently needs substantial rehabilitation, the Agency City will review the Housing Stock Inventory to assess potential rehabilitation needs, identify potential loan applicants, and prepare a program to serve those needs. The City has applied for 2014 CDBG (Community Development Block Grant) funds for rehabilitation of both single-family and multi-family units. This program can be operated with the program proposed for energy efficiency (HE 5.1) to maximize use of funds and accommodation of energy efficient measures lowering the overall operational costs for a home.	Ongoing	The City reviewed prior housing surveys and is in the process of preparing a new survey to evaluate the Housing Stock Inventory.	Modify
HE 2.2: Housing Rehabilitation (Multifamily) The City will address the rehabilitation of multi-family units as a priority when applying for funding.	Ongoing	The City reviewed prior housing surveys and is in the process of preparing a new survey to evaluate the Housing Stock Inventory.	Continue
HE 2.3: Preservation of Affordable Rental Housing The Agency will investigate funding sources for purchase of the units if the owners decide to sell and will research possible owners for the property. The Agency will maintain at least annual contact with the owners of the properties,	Ongoing	The City contacts affordable rental housing property owners each year to identify if they are going to sell the property. The City also assists interested property owners in identifying funding for purchase/rehabilitation.	Delete
HE 2.4: Preservation of Mobile Home Parks The City shall research and prepare a plan should the occasion arise that the parks would be sold.	Not completed	Because of a lack of interest from mobile home park renters and owners, the City has not pursued this activity.	Delete



Program	Progress	Evaluation	Continue/ Modify/ Delete
Goal 3: Adequate Services for Residential Development			
HE 3.1: Local, State, and Federal Funding for Infrastructure The City and Agency will pursue funding for infrastructure that will support infill properties that can be used for affordable housing as a priority.	Ongoing	The City continues to apply for a variety of infrastructure funding and associated projects each year.	Continue
HE 3.2: Wastewater Capacity Improvement The City will continue the process to install a reclaimed water outfall to Churn Creek to include environmental documents, permits, and funding.	Completed	The City completed a \$22 million wastewater treatment plant (WWTP) Upgrade Project.	Delete
HE 3.3: Impact Fees for Affordable Housing Development of a policy to address waiving impact fees for affordable housing that has long term affordability of at least 30 years and review other scenarios.	Completed	City Council approved a 50% reduction of impact fees for residential projects. The City began implementing the new fee structure for water and wastewater utility charges in 2018.	Delete
Goal 4: Balance of Employment and Housing			
HE 4.1: Mixed-Use Development The City will evaluate commercial parcels and structures as part of the update to the General Plan. The evaluation will include identifying parcels/lots, which are most appropriate for mixed uses of commercial and residential.	In process	The City was given a vacant piece of commercial property on Shasta Dam Boulevard and is in the process of pursuing a mixed-use project for the parcel.	Continue
Goal 5: Energy Efficiency			
HE 5.1 Energy Efficiency The City will partner with other agencies as well as using its own resources to provide for weatherization and energy efficient rebates for residential uses. The City's Electric Department is assessing the city's ability to assist residential uses with its resources combined with other resources.	Ongoing	The City's Electric Utility provides rebates for efficiency projects, appliances, and weatherization activities. The City contracts with ESG Consulting on auditing and rebate processing.	Continue

Program	Progress	Evaluation	Continue/ Modify/ Delete
HE 5.2 Subdivision Activity The City will remove the exemption from the Solar Shade Control Act and look for other opportunities to encourage the use of solar facilities by residents.	Not completed	The City has included a program on community or utility-scale solar facilities and is identifying opportunities to increase solar facilities as part of the General Update.	Modify
Goal 6: Equal Housing Opportunity			
HE 6.1: Affordable Housing Chapter Implementation and Tracking The City will track accessory units, transitional and supportive housing, emergency shelter, and reasonable accommodation specifically to watch for issues that can be remedied easily or additional ordinance changes made. A quarterly review with TAC will occur with a summary report annually to be included with the Annual Progress Report	Not completed	The City is preparing the first report as part of the General Plan Update.	Delete or Modify
HE 6.2: Section 8 Rental Assistance The Agency will maintain consistent contact with the Housing Authority in order to maintain data and information about the Section 8 programs. Information will be made readily available to individuals and developer of affordable housing.	In process	The Shasta County Housing Authority manages the Section 8 Housing Choice Voucher Program for the city. The Housing Authority currently issues eight vouchers for Shasta Lake.	Continue



Program	Progress	Evaluation	Continue/ Modify/ Delete
HE 6.3: Equal Housing Opportunity The City shall provide information obtained from the Housing Authority (including brochures, flyers, posters, and similar publications) in public locations throughout the City, including the Development Services Department, Administration Office, library, and the Community Center. In addition, the City shall have such information available on the City's website and for distribution to churches, developers, non-profit agencies, and others who request it. Information shall be provided in languages other than English where appropriate	Ongoing	The City continues to distribute pamphlets and brochures, and post information online about equal housing opportunity.	Modify

Source: City of Shasta Lake, 2019

SECTION 7. REFERENCES

Other Authorities

2012-2016 American Community Survey	3A-19, 3A-40
2013-2017 American Community Survey 5-Year Estimates.....	
.....3A-12, 3A-13, 3A-14, 3A-18, 3A-19, 3A-20, 3A-21, 3A-32, 3A-37, 3A-41	
American Labor Market Information System (LMIS)	3A-26
California Department of Developmental Services	3A-39
California Department of Finance.....	3A-11, 3A-18
California Employment Development Department.....	3A-26
City of Shasta Lake	3A-66, 3A-75, 3A-76, 3A-77, 3A-98
City of Shasta Lake 1999 General Plan.....	3A-60, 3A-61
City of Shasta Lake Development Services	3A-44
City of Shasta Lake Zoning Plan	3A-65, 3A-67
Craigslist.org.....	3A-28
Department of Housing and Community Development (HCD).....	3A-23, 3A-24, 3A-43
Development Services Department.....	3A-78
DOF, Table E-5 Population Estimates for Cities, Counties, and the State	3A-38
Freddie Mac Primary Mortgage Market Survey.....	3A-87
Good News Rescue Mission	3A-31
HCD 6th Housing Element Data Package	3A-17, 3A-22, 3A-40, 3A-57
HUD SOCDs, Comprehensive Housing Affordability Strategy	3A-42
One Safe Place – Sierra Center	3A-31
Shasta County Community Action Agency, 2019 Annual Pit Report	3A-30
Shasta Regional Transportation Agency	3A-16
SSA, SSI Recipients by State and County,	3A-38
U.S. Bureau of Labor Statistics	3A-15
U.S. Census Bureau	3A-41
U.S. Census of Agriculture.....	3A-34
U.S. Department of Housing and Urban Development.....	3A-22, 3A-25
U.S. Social Security Administration, 2019 Housing Values.....	3A-26
Zillow.com.....	3A-27, 3A-28, 3A-85



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SECTION 8. GLOSSARY

Acre: a unit of land measure equal to 43,650 square feet.

Acreage: Net: The portion of a site exclusive of existing or planned public or private road rights-of-way.

Affordability Covenant: A property title agreement which places resale or rental restrictions on a housing unit.

Affordable Housing: Under State and federal statutes, housing which costs no more than 30 percent of gross household income. Housing costs include rent or mortgage payments, utilities, taxes, insurance, homeowner association fees, and other related costs.

Annexation: The incorporation of land area into the jurisdiction of an existing city with a resulting change in the boundaries of that city.

Assisted Housing: Housing that has been subsidized by Federal, State, or local housing programs.

Assisted Housing Developments: Multifamily rental housing that receives governmental assistance under federal programs listed in subdivision (a) of §65863.10, state and local multifamily revenue bond programs, local redevelopment programs, the federal Community Development Block Grant Program, or local in-lieu fees. The term also includes multifamily rental units that were developed pursuant to a local inclusionary housing program or used to a quality for a density bonus pursuant to §65915.

At-Risk Housing: Multifamily rental housing that is at risk of losing its status as housing affordable for low- and moderate-income tenants due to the expiration of Federal, State or local agreements.

Below-Market-Rate (BMR): Any housing unit specifically priced to be sold or rented to low- or moderate- income households for an amount less than the fair-market value of the unit. Both the State of California and the U.S. Department of Housing and Urban Development set standards for determining which households qualify as "low income" or "moderate income." The financing of housing at less than prevailing interest rates.

California Environmental Quality Act (CEQA): A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an environmental impact report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project.

California Housing Finance Agency (CHFA): A State agency, established by the Housing and Home Finance Act of 1975, which is authorized to sell revenue bonds and generate funds for the development, rehabilitation, and conservation of low- and moderate-income housing.

Census: The official United States decennial enumeration of the population conducted by the federal government.



Community Development Block Grant (CDBG): A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitlement communities, and by the State Department of Housing and Community Development (HCD) for non-entitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

Compatible: Capable of existing together without conflict or ill effects.

Condominium: A building or group of buildings in which units are owned individually, but the structure, common areas and facilities are owned by all owners on a proportional, undivided basis.

Consistent: Free from variation or contradiction. Programs in the General Plan are to be consistent, not contradictory or preferential. State law requires consistency between a general plan and implementation measures such as a zoning ordinance.

Contract Rent: The monthly rent agreed to, or contracted for regardless of any furnishings, utilities, or services that may be included.

Dedication, In lieu of: Cash payments that may be required of an owner or developer as a substitute for a dedication of land, usually calculated in dollars per lot, and referred to as in lieu fees or in lieu contributions.

Density: The number of dwelling units per unit of land. Density usually is expressed "per acre," e.g., a development with 100 units located on 20 acres has density of 5.0 units per acre.

Density, Residential: The number of permanent residential dwelling units per acre of land. Densities specified in the General Plan may be expressed in units per gross acre or per net developable acre.

Density Bonus: The allocation of development rights that allows a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned.

Developable Land: Land that is suitable as a location for structures and that can be developed free of hazards to, and without disruption of, or significant impact on, natural resource areas.

Development Impact Fees: A fee or charge imposed on developers to pay for a jurisdiction's costs of providing services to new development.

Development Right: The right granted to a landowner or other authorized party to improve a property. Such right is usually expressed in terms of a use and intensity allowed under existing zoning regulation. For example, a development right may specify the maximum number of residential dwelling units permitted per acre of land.

Dwelling, Multifamily: A building containing two or more dwelling units for the use of individual households; an apartment or condominium building is an example of this dwelling unit type.

Dwelling, Single Family Attached: A one-family dwelling attached to one or more other one-family dwellings by a common vertical wall. Row houses and town homes are examples of this dwelling unit type.

Dwelling, Single Family Detached: A dwelling, not attached to any other dwelling, which is designed for and occupied by not more than one family and surrounded by open space or yards.

Dwelling Unit: A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), that constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

Elderly Household: As defined by HUD, elderly households are one- or two- member (family or non-family) households in which the head or spouse is age 62 or older.

Element: A division or chapter of the General Plan.

Emergency Shelter: Housing with minimal supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person, where no individual or household may be denied emergency shelter because of an inability to pay; as defined and used in Cal. Health & Safety Code § 508019.

Emergency Shelter Grants (ESG): A grant program administered by the U.S. Department of Housing and Urban Development (HUD) provided on a formula basis to large entitlement jurisdictions.

Encourage: To stimulate or foster a particular condition through direct or indirect action by the private sector or government agencies.

Enhance: To improve existing conditions by increasing the quantity or quality of beneficial uses or features.

Environmental Impact Report (EIR): A report that assesses all the environmental characteristics of an area and determines what effects or impacts will result if the area is altered or disturbed by a proposed action.

Fair Market Rent: The rent, including utility allowances, determined by the United States Department of Housing and Urban Development for purposes of administering the Section 8 Existing Housing Program.

Family: One or more persons occupying premises and living as a single nonprofit housekeeping unit, as distinguished from a group occupying a boarding or lodging house, hotel, club or similar dwelling for group use. "Family" does not include a fraternal, religious, social or business group. "Family" shall be deemed to include domestic servants employed by a family.

Feasible: Capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.



First-Time Home Buyer: Defined by HUD as an individual or family who has not owned a home during the three-year period preceding the HUD-assisted purchase of a home. Jurisdictions may adopt local definitions for first-time home buyer programs which differ from non-federally funded programs.

General Plan: The General Plan is a legal document, adopted by the legislative body of a City or County, setting forth policies regarding long-term development. California law requires the preparation of seven elements or chapters in the General Plan: Land Use, Housing, Circulation, Conservation, Open Space, Noise, and Safety. Additional elements are permitted, such as Economic Development, Urban Design and similar local concerns.

Goal: The ultimate purpose of an effort stated in a way that is general in nature and immeasurable.

Green Building: Any building that is sited, designed, constructed, operated, and maintained for the health and well-being of the occupants, while minimizing impact on the environment.

Gross Rent: Contract rent plus the estimated average monthly cost of utilities (water, electricity, gas) and fuels (oil, kerosene, wood, etc.) To the extent that these are paid for by the renter (or paid for by a relative, welfare agency, or friend) in addition to the rent.

Group Quarters: A facility which houses groups of unrelated persons not living in households (U.S. Census definition). Examples of group quarters include institutions, dormitories, shelters, military quarters, assisted living facilities and other quarters, including single-room occupancy (SRO) housing, where 10 or more unrelated individuals are housed.

HOME Program: The HOME Investment Partnership Act, Title II of the National Affordable Housing Act of 1990. HOME is a Federal program administered by HUD which provides formula grants to States and localities to fund activities that build, buy, and/or rehabilitate affordable housing for rent or home ownership or provide direct rental assistance to low-income people.

Homeless: Unsheltered homeless are families and individuals whose primary nighttime residence is a public or private place not designed for, or ordinarily used as, a regular sleeping accommodation for human beings (e.g., the street, sidewalks, cars, vacant and abandoned buildings). Sheltered homeless are families and persons whose primary nighttime residence is a supervised publicly or privately operated shelter (e.g., emergency, transitional, battered women, and homeless youth shelters; and commercial hotels used to house the homeless).

Household: All those persons—related or unrelated—who occupy a single housing unit.

Household Income: The total income of all the persons living in a household. A household is usually described as very low income, low income, moderate income, and upper income based upon household size, and income, relative to the regional median income.

Households, Number of: The count of all year-round housing units occupied by one or more persons. The concept of household is important because the formation of new households generates the demand for housing. Each new household formed creates the need for one additional housing unit or requires that one existing housing unit be shared by two households. Thus, household formation

can continue to take place even without an increase in population, thereby increasing the demand for housing.

Housing Authority, Local (LHA): Local housing agency established in State law, subject to local activation and operation. Originally intended to manage certain federal subsidies but vested with broad powers to develop and manage other forms of affordable housing.

Housing Problems: Defined by HUD as a household which: (1) occupies a unit with physical defects (lacks complete kitchen or bathroom); (2) meets the definition of overcrowded; or (3) spends more than 30 percent of income on housing cost.

Housing Subsidy: Housing subsidies refer to government assistance aimed at reducing housing sales or rent prices to more affordable levels. Two general types of housing subsidy exist. Where a housing subsidy is linked to a particular house or apartment, housing subsidy is "project" or "unit" based. In Section 8 rental assistance programs the subsidy is linked to the family and assistance provided to any number of families accepted by willing private landlords. This type of subsidy is said to be "tenant based."

Housing Unit: The place of permanent or customary abode of a person or family. A housing unit may be a single-family dwelling, a multifamily dwelling, a condominium, a modular home, a mobile home, a cooperative, or any other residential unit considered real property under State law. A housing unit has, at least, cooking facilities, a bathroom, and a place to sleep. It also is a dwelling that cannot be moved without substantial damage or unreasonable cost.

Impact Fee: A fee, also called a development fee, levied on the developer of a project by a city, county, or other public agency as compensation for otherwise-unmitigated impacts the project will produce.

Implementation Program: An action, procedures, program, or technique that carries out general plan policy. Implementation programs also specify primary responsibility for carrying out the action and a time frame for its accomplishment.

Income Category: Four categories are used to classify a household according to income based on the median income for Shasta County. Under state housing statutes, these categories are defined as follows: Extremely-Low (0-30 percent of county median), Very Low (31-50 percent of county median); Low (50-80 percent of county median); Moderate (80-120 percent of county median); and Above Moderate (over 120 percent of county median).

Infill Development: Development of vacant land (usually individual lots or left-over properties) within areas that are already largely developed.

Jobs/Housing Balance; Jobs/Housing Ratio: The availability of affordable housing for employees. The jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio of 1.0 indicates a balance. A ratio greater than 1.0 indicates a net in-commute; less than 1.0 indicates a net out-commute.

Large Household: A household with 5 or more members.



Lease: A contractual agreement by which an owner of real property (the lessor) gives the right of possession to another (a lessee) for a specified period of time (term) and for a specified consideration (rent).

Low-Income Housing Tax Credits: Tax reductions provided by the federal and State governments for investors in housing for low-income households.

Manufactured Housing: Housing that is constructed of manufactured components, assembled partly at the site rather than totally at the site. Also referred to as modular housing.

Market-Rate Housing: Housing which is available on the open market without any subsidy. The price for housing is determined by the market forces of supply and demand and varies by location.

Mean: The average of a range of numbers.

Median: The mid-point in a range of numbers.

Median Income: The annual income for each household size within a region which is defined annually by HUD. Half of the households in the region have incomes above the median and half have incomes below the median.

Mitigate, v.: To ameliorate, alleviate, or avoid to the extent reasonably feasible.

Mixed-Use: Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

Mobile Home: A structure, transportable in one or more sections, built on a permanent chassis and designed for use as a single family dwelling unit and which (1) has a minimum of 400 square feet of living space; (2) has a minimum width in excess of 102 inches; (3) is connected to all available permanent utilities; and (4) is tied down (a) to a permanent foundation on a lot either owned or leased by the homeowner or (b) is set on piers, with wheels removed and skirted, in a mobile home park.

Mortgage Revenue Bond (MRB): A state, county or city program providing financing for the development of housing through the sale of tax-exempt bonds.

Multifamily Dwelling Unit: A building or portion thereof designed for or occupied by two or more families living independently of each other, including duplexes, triplexes, quadplexes, apartments, and condominiums.

Overcrowding: Households or occupied housing units with 1.01 or more persons per room.

Parcel: A lot in single ownership or under single control, usually considered a unit for purposes of development.

Physical Defects: A housing unit lacking complete kitchen or bathroom facilities (U.S. Census definition). Jurisdictions may expand the Census definition in defining units with physical defects.

Poverty Level: As used by the U.S. Census, families and unrelated individuals are classified as being above or below the poverty level based on a poverty index that provides a range of income cutoffs or "poverty thresholds" varying by size of family, number of children, and age of householder. The income cutoffs are updated each year to reflect the change in the Consumer Price Index.

Project-Based Rental Assistance: Rental assistance provided for a project, not for a specific tenant. A tenant receiving project-based rental assistance gives up the right to that assistance upon moving from the project.

Public Housing: A project-based low-rent housing program operated by independent local public housing authorities. A low-income family applies to the local public housing authority in the area in which they want to live.

Quantified Objective: The housing element must include quantified objectives which specify the maximum number of housing units that can be constructed, rehabilitated, and conserved by income level within an eight-year time frame, based on the needs, resources, and constraints identified in the housing element (§65583 (b)). The number of units that can be conserved should include a subtotal for the number of existing assisted units subject to conversion to non-low-income households. Whenever possible, objectives should be set for each particular housing program, establishing a numerical target for the effective period of the program. Ideally, the sum of the quantified objectives will be equal to the identified housing needs. However, identified needs may exceed available resources and limitations imposed by other requirements of state planning law. Where this is the case, the quantified objectives need not equal the identified housing needs, but should establish the maximum number of units that can be constructed, rehabilitated, and conserved (including existing subsidized units subject to conversion which can be preserved for lower-income use), given the constraints. See o.

Redevelop: To demolish existing buildings; or to increase the overall floor area existing on a property; or both; irrespective of whether a change occurs in land use.

Regional Housing Needs Allocation (RHNA): The Regional Housing Needs Allocation (RHNA) is based on State of California projections of population growth and housing unit demand and assigns a share of the region's future housing need to each jurisdiction within the Shasta County. These housing need numbers serve as the basis for the update of the Housing Element in each California city and county.

Rehabilitation: The repair, preservation, and/or improvement of substandard housing.

Residential, Multifamily: Usually three or more dwelling units on a single site, which may be in the same or separate buildings.

Residential, Single family: A single dwelling unit on a building site.

Rezoning: An amendment to the map and/or text of a zoning ordinance to effect a change in the nature, density, or intensity of uses allowed in a zoning district and/or on a designated parcel or land area.



Second Unit: A self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot.

Section 8 Rental Assistance Program: A federal (HUD) rent-subsidy program that is one of the main sources of federal housing assistance for low-income households. The program operates by providing "housing assistance payments" to owners, developers, and public housing agencies to make up the difference between the "Fair Market Rent" of a unit (set by HUD) and the household's contribution toward the rent, which is calculated at 30 percent of the household's adjusted gross monthly income (GMI). Section 8 includes programs for new construction, existing housing, and substantial or moderate housing rehabilitation.

Seniors: Persons age 65 and older.

Service Needs: The particular services required by special populations, typically including needs such as transportation, personal care, housekeeping, counseling, meals, case management, personal emergency response, and other services preventing premature institutionalization and assisting individuals to continue living independently.

Shall: That which is obligatory or necessary.

Should: Signifies a directive to be honored if at all feasible.

Site: A parcel of land used or intended for one use or a group of uses and having frontage on a public or an approved private street. A lot.

Small Household: Pursuant to HUD definition, a small household consists of two to four non-elderly persons.

Special Needs Groups: Those segments of the population which have a more difficult time finding decent affordable housing due to special circumstances. Under California Housing Element statutes, these special needs groups consist of the elderly, handicapped, large families, female-headed households, farmworkers and the homeless. A jurisdiction may also choose to consider additional special needs groups in the Housing Element, such as students, military households, other groups present in their community.

Subdivision: The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed.

Subdivision Map Act: Cal. Gov't Code § 66410 *et seq.* vests in local legislative bodies the regulation and control of the design and improvement of subdivisions, including the requirement for tentative and final maps.

Subsidize: To assist by payment of a sum of money or by the granting of terms or favors that reduce the need for monetary expenditures. Housing subsidies may take the forms of mortgage interest deductions or tax credits from federal and/or state income taxes, sale or lease at less than market value of land to be used for the construction of housing, payments to supplement a minimum affordable rent, and the like.

Substandard Housing: Residential dwellings that, because of their physical condition, do not provide safe and sanitary housing.

Substandard, Suitable for Rehabilitation: Substandard units which are structurally sound and where the cost of rehabilitation is economically warranted.

Substandard, Needs Replacement: Substandard units which are structurally unsound and for which the cost of rehabilitation is considered infeasible, such as instances where the majority of a unit has been damaged by fire.

Supportive Housing: Housing with no limit on length of stay, that is occupied by the target population and that is linked to onsite or offsite services that assist the supportive housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community.

Supportive Services: Services provided to residents of supportive housing for the purpose of facilitating the independence of residents. Some examples are case management, medical or psychological counseling and supervision, childcare, transportation, and job training.

Tenant-Based Rental Assistance: A form of rental assistance in which the assisted tenant may move from a dwelling unit with a right to continued assistance. The assistance is provided for the tenant, not for the project.

Transient Occupancy Buildings: Buildings that have an occupancy of 30 days or fewer, such as boarding houses, hospices, hostels, and emergency shelters.

Transitional Housing: Buildings configured as rental housing developments, but operated under program requirements that require the termination of assistance and recirculating of the assisted unit to another eligible program recipient at a predetermined future point in time that shall be no less than six months from the beginning of the assistance.

Universal Design: The creation of products and environments meant to be usable by all people, to the greatest extent possible, without the need for adaptation or specialization.

U.S. Department of Housing and Urban Development (HUD): The cabinet level department of the federal government responsible for housing, housing assistance, and urban development at the national level. Housing programs administered through HUD include Community Development Block Grant (CDBG), HOME, and Section 8, among others.

Vacant: Lands or buildings that are not actively used for any purpose.

Zoning: The division of a city or county by legislative regulations into areas, or zones, which specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan.



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Appendix A - Vacant Site Inventory

The following table includes vacant sites only categorized by very low, low, moderate, and above-moderate income levels. Vacant site criteria is detailed in Section 4.1.1.1. Site inventory characteristics are provided in the table below on a per site basis.

This table excludes any parcel APN's utilized in the city's prior site inventory.

Sites in the very low and low income categories less than 0.5 or greater than 10 acres have been excluded from the site inventory as portrayed in Section 4.1.1.1, Figure 4-2.

Appendix Table A-1: Vacant Site Inventory

APN by Income Level	In Prior Site In.	Zoning	General Plan	Utility Constraints	Nat Resource Reduction	Total Lot Acreage	Dev. Potential Lot Acreage	Allowed Density	Unit Capacity
Very Low Income									85
007280002000	NO	R-4	URA	None		0.52	0.41	30	12
075140011000	NO	R-4	URA	None		0.93	0.74	30	22
307240001000	NO	C-2-DR	MU	Sewer Planned	Reduced Area	3.45	1.73	30	51
Low Income									67
007230001000	NO	R-3-DR	URB	None	Reduced Area	3.61	2.89	20	57
007560010000	NO	R-3	UR	None		0.64	0.51	20	10
Moderate Income									1,415
005050017000	NO	VC	UR	None		0.27	0.22	6	1
005060025000	NO	VC	VMU	None		0.14	0.11	15	1
005060053000	NO	VC	VMU	None		0.13	0.11	15	1
005060058000	NO	VC	VMU	None		0.35	0.28	15	4
005060059000	NO	VC	VMU	None		0.24	0.19	15	2
005070002000	NO	CC	VMU	None		0.10	0.08	15	1
005070003000	NO	CC	VMU	None	Reduced Area	0.38	0.31	15	4
005070006000	NO	VC	VMU	None	Reduced Area	0.13	0.10	15	1
005070007000	NO	VC	VMU	None	Reduced Area	0.28	0.22	15	3
005070013000	NO	CC	UR	None	Reduced Area	0.25	0.20	6	1
005090006000	NO	C-2-DR	VMU	None		0.09	0.07	15	1
005090007000	NO	VC	VMU	None		0.50	0.40	15	6
005090019000	NO	VC	VMU	None		0.10	0.08	15	1
005090020000	NO	VC	VMU	None		0.10	0.08	15	1



APN by Income Level	In Prior Site In.	Zoning	General Plan	Utility Constraints	Nat Resource Reduction	Total Lot Acreage	Dev. Potential Lot Acreage	Allowed Density	Unit Capacity
005090052000	NO	R-1	PF	None		0.55	0.44	3	1
005090056000	NO	VC	VMU	None		0.13	0.10	15	1
005090079000	NO	VC	VMU	None		0.46	0.37	15	5
005090093000	NO	VC	VMU	None		0.16	0.13	15	1
005090094000	NO	VC	VMU	None		0.16	0.13	15	1
005090095000	NO	VC	VMU	None		0.36	0.29	15	4
005130007000	NO	R-1	UR	None	Reduced Area	0.79	0.63	3	1
005160012000	NO	R-1	UR	None		0.93	0.74	3	2
005210028000	NO	VC	VMU	None		0.11	0.09	15	1
005210029000	NO	VC	VMU	None		0.17	0.14	15	2
005230001000	NO	VC	VMU	None		0.17	0.13	15	1
005230004000	NO	VC	VMU	None		0.15	0.12	15	1
005230028000	NO	VC	VMU	None		0.24	0.19	15	2
005240006000	NO	VC	VMU	None		0.15	0.12	15	1
005240007000	NO	VC	VMU	None		0.24	0.19	15	2
005240012000	NO	VC	VMU	None	Reduced Area	0.33	0.26	15	3
005240029000	NO	VC	VMU	None		0.12	0.10	15	1
005240030000	NO	VC	VMU	None		0.37	0.29	15	4
005240035000	NO	VC	VMU	None	Reduced Area	0.52	0.42	15	6
005240036000	NO	VC	VMU	None		0.25	0.20	15	2
005250001000	NO	CC	VMU	None		0.17	0.14	15	2
005250002000	NO	CC	VMU	None		0.12	0.10	15	1
005250059000	NO	CC	VMU	None		0.40	0.32	15	4
005250063000	NO	CC	VMU	None		0.34	0.27	15	4
005250065000	NO	CC	VMU	None		0.33	0.27	15	4
005370020000	NO	R-1-B-12	UR	None	Reduced Area	0.50	0.40	3	1
005370045000	NO	R-1-B-12	UR	None		1.01	0.81	3	2
005380008000	NO	R-1-B-12	SR	None		0.50	0.40	3	1
005380024000	NO	R-1-B-12	SR	None	Reduced Area	1.01	0.81	3	2
005380032000	NO	R-1-B-12	SR	None		1.00	0.80	3	2
005400010000	NO	R-1-B-20	UR	None		0.45	0.36	3	1
005410002000	NO	R-1-B-20	SR	None	Reduced Area	2.26	1.81	3	5

APN by Income Level	In Prior Site In.	Zoning	General Plan	Utility Constraints	Nat Resource Reduction	Total Lot Acreage	Dev. Potential Lot Acreage	Allowed Density	Unit Capacity
005410005000	NO	R-1-B-20	SR	None	Reduced Area	1.95	1.56	3	4
005410008000	NO	R-1-B-20	SR	None		2.53	2.02	3	6
005470049000	NO	R-1-B-12	UR	None		0.51	0.41	3	1
005470053000	NO	R-1-B-12	SR	None		3.03	2.43	3	7
005470077000	NO	R-1-B-12	SR	None		1.24	0.99	3	2
005520023000	NO	R-1-B-20	SR	None		0.46	0.37	3	1
005520035000	NO	R-1-B-20	SR	None		2.80	2.24	3	6
005550003000	NO	R-1-B-20	SR	None	Reduced Area	1.42	1.14	3	3
005550004000	NO	R-1-B-20	SR	None	Reduced Area	0.90	0.72	3	2
005560026000	NO	R-1-B-20	SR	None	Reduced Area	7.73	6.19	3	18
005560048000	NO	R-1-B-20	SR	None		0.49	0.39	3	1
005560066000	NO	R-1-B-20	SR	None	Reduced Area	3.53	2.83	3	8
005560067000	NO	R-1-B-20	SR	None	Reduced Area	5.26	4.21	3	12
005570006000	NO	R-1-B-12	SR	None		1.39	1.11	3	3
005590022000	NO	R-1	UR	None		0.75	0.60	3	1
005610001000	NO	R-1	PF	None		0.42	0.34	3	1
005620005000	NO	R-1-B-20	SR	None	Reduced Area	0.66	0.53	3	1
005620039000	NO	R-1-B-20	SR	None		0.45	0.36	3	1
005620052000	NO	R-1-B-20	SR	None		0.47	0.38	3	1
005630015000	NO	R-1-B-20	SR	None		1.53	1.23	3	3
005630035000	NO	R-1-B-20	SR	None		7.13	5.71	3	17
005640027000	NO	R-1	UR	None		0.72	0.57	3	1
005640055000	NO	R-1	UR	None		1.52	1.21	3	3
005650004000	NO	R-1	UR	None	Reduced Area	0.99	0.80	3	2
005650005000	NO	R-1	UR	None	Reduced Area	0.60	0.48	3	1
005660002000	NO	R-1-B-20	SR	None	Reduced Area	2.08	1.66	3	4
005660003000	NO	R-1-B-20	SR	None	Reduced Area	5.50	4.40	3	13
005660004000	NO	R-1-B-20	SR	None		0.82	0.65	3	1



APN by Income Level	In Prior Site In.	Zoning	General Plan	Utility Constraints	Nat Resource Reduction	Total Lot Acreage	Dev. Potential Lot Acreage	Allowed Density	Unit Capacity
005660012000	NO	R-1	UR	None	Reduced Area	0.60	0.48	3	1
005660014000	NO	R-1	SR	None		0.47	0.38	3	1
005660015000	NO	R-1	SR	None		0.47	0.38	3	1
005660016000	NO	R-1	SR	None		0.47	0.37	3	1
005660017000	NO	R-1	SR	None	Reduced Area	0.46	0.37	3	1
005670008000	NO	R-1-B-12	UR	None	Reduced Area	0.52	0.42	3	1
006020007000	NO	R-1-B-10	SR	None	Reduced Area	1.17	0.93	3	2
006020008000	NO	R-1-B-10	SR	None	Reduced Area	0.95	0.76	3	2
006150003000	NO	R-1	UR	None		0.44	0.36	3	1
006160048000	NO	R-1	URB	None	Reduced Area	2.08	1.66	3	4
006240001000	NO	R-1	UR	None	Reduced Area	1.61	1.29	3	3
006320021000	NO	R-1-B-20	SR	None	Reduced Area	0.75	0.60	3	1
006320034000	NO	R-1-B-20	SR	None	Reduced Area	1.18	0.94	3	2
006800015000	NO	MHP	SR	None	Reduced Area	27.09	21.67	7	151
006800017000	NO	MHP	URB	None	Reduced Area	1.83	1.46	7	10
006840029000	NO	C-1-DR	UR	None		0.88	0.70	6	4
006850028000	NO	R-1-B-10	SR	None	Reduced Area	4.66	3.73	3	11
006920043000	NO	R-1-BSM	SR	None		1.13	0.90	3	2
006920044000	NO	R-1-BSM	SR	None	Reduced Area	0.83	0.67	3	1
006920045000	NO	R-1-BSM	SR	None	Reduced Area	2.03	1.63	3	4
006930005000	NO	R-1	UR	None	Reduced Area	15.34	12.27	3	36
006940004000	NO	R-1-BSM	UR	None		1.07	0.86	3	2
006940005000	NO	R-1-BSM	UR	None		0.88	0.70	3	2
006940008000	NO	R-1-BSM	UR	None		0.57	0.45	3	1
006940037000	NO	R-1-BSM	SR	None		0.71	0.57	3	1

APN by Income Level	In Prior Site In.	Zoning	General Plan	Utility Constraints	Nat Resource Reduction	Total Lot Acreage	Dev. Potential Lot Acreage	Allowed Density	Unit Capacity
006950023000	NO	R-1-BSM	SR	None	Reduced Area	6.88	5.50	3	16
006960007000	NO	R-1	UR	None	Reduced Area	9.92	7.94	3	23
006960008000	NO	R-1	UR	None		3.47	2.78	3	8
007010008000	NO	CC	VMU	None		0.44	0.35	15	5
007010009000	NO	CC	VMU	None		0.14	0.12	15	1
007010016000	NO	CC	VMU	None	Reduced Area	0.14	0.11	15	1
007010017000	NO	R-1	UR	None	Reduced Area	0.58	0.46	3	1
007010065000	NO	CC	VMU	None		0.11	0.09	15	1
007010078000	NO	CC	VMU	None	Reduced Area	0.20	0.16	15	2
007010080000	NO	CC	VMU	None	Reduced Area	0.31	0.24	15	3
007010096000	NO	CC	UR	None		0.32	0.26	6	1
007060001000	NO	R-1	UR	None		0.48	0.38	3	1
007070006000	NO	R-1	UR	None	Reduced Area	0.50	0.40	3	1
007070026000	NO	R-1	UR	None	Reduced Area	1.52	1.21	3	3
007070048000	NO	R-1	UR	None	Reduced Area	0.65	0.52	3	1
007140081000	NO	R-1-B-20	MU	Sewer Adjacent	Reduced Area	5.75	2.87	3	8
007140087000	NO	R-1-B-20	MU	None	Reduced Area	5.22	2.61	3	7
007140091000	NO	R-1-B-20	UR	None		0.71	0.57	3	1
007140092000	NO	R-1-B-20	UR	Sewer Adjacent	Reduced Area	13.40	10.72	3	32
007140093000	NO	R-1-B-20	UR	None	Reduced Area	164.15	131.32	6	392
007140094000	NO	R-1-B-12	SR	None	Reduced Area	14.06	11.25	6	33
007140095000	NO	R-1-B-12	SR	None	Reduced Area	5.05	4.04	3	12
007150004000	NO	R-1-B-12	SR	None	Reduced Area	0.47	0.38	3	1



APN by Income Level	In Prior Site In.	Zoning	General Plan	Utility Constraints	Nat Resource Reduction	Total Lot Acreage	Dev. Potential Lot Acreage	Allowed Density	Unit Capacity
007150016000	NO	R-1-B-12	SR	None		0.48	0.38	3	1
007150025000	NO	R-1-B-12	SR	None	Reduced Area	0.49	0.39	3	1
007150028000	NO	R-1-B-12	SR	None	Reduced Area	0.94	0.75	3	2
007150048000	NO	R-1-B-12	SR	None	Reduced Area	0.46	0.36	3	1
007150050000	NO	R-1-BSM	SR	None	Reduced Area	0.48	0.38	3	1
007150053000	NO	R-1-BSM	SR	None	Reduced Area	0.50	0.40	3	1
007160014000	NO	R-1-B-12	SR	None	Reduced Area	0.72	0.57	3	1
007160015000	NO	R-1-B-12	SR	None	Reduced Area	0.76	0.61	3	1
007160020000	NO	R-1-B-12	SR	None	Reduced Area	0.99	0.79	3	2
007170022000	NO	R-1-B-12	SR	None		0.53	0.43	3	1
007180001000	NO	R-1-B-12	MU	Sewer Adjacent		2.00	1.00	3	3
007180002000	NO	R-1-B-12	MU	Sewer Adjacent		1.93	0.96	3	2
007180003000	NO	R-1-B-12	MU	None		0.74	0.37	3	1
007180005000	NO	R-1-B-12	MU	None		1.45	0.73	3	2
007180010000	NO	R-1-B-12	MU	None		0.76	0.38	3	1
007180011000	NO	R-1-B-12	MU	Sewer Adjacent		3.58	1.79	3	5
007180012000	NO	R-1-B-12	MU	Sewer Adjacent		1.01	0.50	3	1
007210002000	NO	R-1-B-12	MU	Sewer Adjacent		0.95	0.47	3	1
007440041000	NO	R-1-B-20	SR	None	Reduced Area	20.44	16.36	3	49
007440043000	NO	R-1-B-20	SR	None		0.76	0.60	3	1
007440048000	NO	R-1-B-20	SR	None		0.68	0.54	3	1
007440051000	NO	R-1-B-20	SR	None		0.78	0.63	3	1
007440058000	NO	R-1-B-20	UR	Sewer Adjacent	Reduced Area	36.67	29.34	3	88
007490018000	NO	R-1-B-12	SR	None	Reduced Area	2.82	2.25	3	6

APN by Income Level	In Prior Site In.	Zoning	General Plan	Utility Constraints	Nat Resource Reduction	Total Lot Acreage	Dev. Potential Lot Acreage	Allowed Density	Unit Capacity
007500001000	NO	R-1	UR	None	Reduced Area	1.22	0.98	3	2
007500007000	NO	R-1-B-12	SR	None	Reduced Area	2.92	2.34	3	7
007500012000	NO	R-1-B-12	SR	None		1.39	1.11	3	3
007500027000	NO	R-1-B-12	SR	None	Reduced Area	2.17	1.73	3	5
007500029000	NO	R-1-B-12	SR	None	Reduced Area	1.62	1.30	6	3
007500030000	NO	R-1-B-12	SR	None	Reduced Area	1.25	1.00	3	3
007520004000	NO	R-1-B-12	SR	None	Reduced Area	11.64	9.31	3	27
007520005000	NO	R-1-B-12	SR	None	Reduced Area	1.10	0.88	3	2
007540008000	NO	R-1	UR	None	Reduced Area	1.22	0.98	3	2
007540017000	NO	R-1	UR	None	Reduced Area	0.65	0.52	3	1
007540041000	NO	R-1	UR	None	Reduced Area	1.15	0.92	3	2
075010009000	NO	R-1-B-12	MU	None	Reduced Area	2.93	1.46	3	4
075010021000	NO	R-1-BSM	MU	None	Reduced Area	2.69	1.34	3	4
075010024000	NO	R-1-B-12	SR	None	Reduced Area	21.10	16.88	3	50
075010026000	NO	R-1-BSM	SR	None	Reduced Area	13.97	11.17	3	33
075110027000	NO	R-1-B-12	UR	None		0.42	0.34	3	1
075130026000	NO	R-1-B-12	UR	None		1.44	1.15	3	3
075130038000	NO	R-1-B-12	UR	None	Reduced Area	0.92	0.73	3	2
075150048000	NO	R-1-BSM	SR	None	Reduced Area	0.85	0.68	3	2
075170001000	NO	R-1-B-12	UR	None	Reduced Area	1.14	0.92	3	2
075190014000	NO	R-1-B-12	UR	None		0.52	0.42	3	1
075190027000	NO	R-1-B-12	UR	None	Reduced Area	0.91	0.73	3	2



APN by Income Level	In Prior Site In.	Zoning	General Plan	Utility Constraints	Nat Resource Reduction	Total Lot Acreage	Dev. Potential Lot Acreage	Allowed Density	Unit Capacity
075200011000	NO	R-1-B-12	UR	None	Reduced Area	0.46	0.37	3	1
075200012000	NO	R-1-B-12	UR	None		0.43	0.34	3	1
075200022000	NO	R-1-B-12	UR	None	Reduced Area	2.25	1.80	3	5
075360074000	NO	R-1-B-12	UR	None		0.43	0.34	3	1
075420001000	NO	C-2-DR	SR	None	Reduced Area	0.44	0.35	3	1
075430023000	NO	R-1-BSM	UR	None		0.67	0.53	3	1
075460021000	NO	R-1-BSM	UR	None	Reduced Area	0.44	0.35	3	1
075500023000	NO	R-1-BSM	UR	None	Reduced Area	0.51	0.41	3	1
075510031000	NO	R-1-BSM	SR	None		0.44	0.35	3	1
075560004000	NO	R-1-BSM	SR	None	Reduced Area	2.16	1.73	3	5
075570013000	NO	R-1-BSM	SR	None		0.47	0.37	3	1
075570052000	NO	R-1-BSM	SR	None	Reduced Area	0.45	0.36	3	1
075570054000	NO	R-1-BSM	SR	None	Reduced Area	0.45	0.36	3	1
075600008000	NO	R-1-BSM	UR	None	Reduced Area	0.42	0.33	3	1
075600023000	NO	R-1-BSM	UR	None		0.81	0.65	3	1
075610001000	NO	R-1-BSM	SR	None	Reduced Area	2.21	1.77	3	5
075610002000	NO	R-1-BSM	SR	None		1.41	1.13	3	3
075610003000	NO	R-1-BSM	SR	None		1.34	1.07	3	3
075610018000	NO	R-1-BSM	SR	None	Reduced Area	1.19	0.95	3	2
075610019000	NO	R-1-BSM	SR	None	Reduced Area	0.63	0.51	3	1
075610020000	NO	R-1-BSM	SR	None	Reduced Area	0.83	0.67	3	1
075610021000	NO	R-1-BSM	SR	None	Reduced Area	2.54	2.03	3	6
075620001000	NO	R-1-BSM	SR	None		1.28	1.03	3	3
075620002000	NO	R-1-BSM	SR	None		0.79	0.63	3	1
075620003000	NO	R-1-BSM	SR	None		0.42	0.33	3	1

APN by Income Level	In Prior Site In.	Zoning	General Plan	Utility Constraints	Nat Resource Reduction	Total Lot Acreage	Dev. Potential Lot Acreage	Allowed Density	Unit Capacity
075620013000	NO	R-1-BSM	SR	None	Reduced Area	0.43	0.35	3	1
075620014000	NO	R-1-BSM	SR	None	Reduced Area	0.46	0.37	3	1
075620018000	NO	R-1-BSM	SR	None	Reduced Area	0.99	0.80	3	2
075620019000	NO	R-1-BSM	SR	None	Reduced Area	0.65	0.52	3	1
075620020000	NO	R-1-BSM	SR	None		0.78	0.63	3	1
075620022000	NO	R-1-BSM	SR	None	Reduced Area	0.93	0.74	3	2
Above Moderate Income									191
007220002000	NO	IR-DR	MU	Sewer Adjacent	Reduced Area	73.70	36.85	0	7
007220003000	NO	IR-DR	MU	Sewer Adjacent	Reduced Area	14.49	7.24	0	1
007230008000	NO	IR-DR	MU	Sewer Adjacent	Reduced Area	26.70	13.35	0	2
075030003000	NO	IR	SR	None	Reduced Area	24.29	19.43	0	3
075180006000	NO	R-1-BSM	SR	None	Reduced Area	62.32	49.86	3	149
075200019000	NO	R-1-BSM	SR	None	Reduced Area	12.39	9.91	3	29



Appendix B - 2019 Built/Approved Units

The following table includes a per-parcel listing of built or approved units as provided by the City of Shasta Lake's Planning Department in the 2019 Annual Housing Element Progress Report.

The 30 unit build at 4275 Meade Street is approved and scheduled for construction in the summer of 2020. It is classified as very low income tied to the Affordable Housing Regulatory Agreement and Declaration of Restrictive Covenants between the City of Shasta Lake and Shasta Lake Veterans Village LLC where rents are restricted by Affordable Rents terms tied to the Area Median Incomes.

Appendix Table B-1: 2019 Units Built or Approved

APN	No.	STREET	PROJECT NAME or SUBDIVISION	UNIT TYPE	APPROVED	Units
Very Low Income						30
005-060-053	4275	MEADE ST	VETERANS VILLAGE	APTS	12/30/2019	30
Moderate Income						42
075-560-011	4372	RISSTAY WAY	DEER CREEK MANOR	SFD	2/4/2019	1
006-950-017	3804	CRAFTSMAN AVE	OAKRIDGE	SFD	1/7/2019	1
075-610-018	2878	BUCKINGHAM DR	DEER CREEK MANOR	SFD	1/17/2019	1
075-610-008	4331	RISSTAY WAY	DEER CREEK MANOR	SFD	1/22/2019	1
075-620-008	4451	RISSTAY WAY	DEER CREEK MANOR	SFD	3/11/2019	1
075-610-005	4391	RISSTAY WAY	DEER CREEK MANOR	SFD	2/12/2019	1
075-610-007	4341	RISSTAY WAY	DEER CREEK MANOR	SFD	1/28/2019	1
075-610-015	4340	RISSTAY WAY	DEER CREEK MANOR	SFD	2/6/2019	1
006-350-012	13665	KIRKELIE LN	N/A	SFD	3/12/2019	1
075-610-006	4381	RISSTAY WAY	DEER CREEK MANOR	SFD	2/6/2019	1
075-620-010	4419	RISSTAY WAY	DEER CREEK MANOR	SFD	2/22/2019	1
075-610-004	4403	RISSTAY WAY	DEER CREEK MANOR	SFD	2/12/2019	1
075-620-009	4435	RISSTAY WAY	DEER CREEK MANOR	SFD	3/11/2019	1
075-620-007	4461	RISSTAY WAY	DEER CREEK MANOR	SFD	3/11/2019	1
075-620-006	4483	RISSTAY WAY	DEER CREEK MANOR	SFD	3/11/2019	1
007-070-051	4912	VALLECITO ST	N/A	MH	5/29/2019	1
006-940-033	3797	CRAFTSMAN AVE	OAKRIDGE	SFD	4/29/2019	1
006-940-032	3781	CRAFTSMAN AVE	OAKRIDGE	SFD	4/29/2019	1
006-940-036	3831	CRAFTSMAN AVE	OAKRIDGE	SFD	4/29/2019	1
075-570-034	2701	SMITH AVE	DEER CREEK MANOR	SFD	4/9/2019	1
075-620-001	4505	RISSTAY WAY	DEER CREEK MANOR	SFD	4/9/2019	1
075-620-002	4521	RISSTAY WAY	DEER CREEK MANOR	SFD	4/9/2019	1
075-620-011	4404	RISSTAY WAY	DEER CREEK MANOR	SFD	5/6/2019	1
007-500-022	4861	PARKER ST	N/A	SFD	5/21/2019	1
007-150-050	2517	SMITH AVE	N/A	SFD	7/10/2019	1

007-150-053	2593	SMITH AVE	N/A	SFD	7/10/2019	1
007-150-052	2567	SMITH AVE	N/A	SFD	7/10/2019	1
007-100-043	2057	GRAND COULEE BLVD	N/A	SFD	10/9/2019	1
005-550-001	500	BLACK CANYON RD	N/A	SFD	8/1/2019	1
075-610-003	4371	RISSTAY WAY	DEER CREEK MANOR	SFD	8/29/2019	1
075-570-007	4664	RISSTAY WAY	DEER CREEK MANOR	SFD	9/18/2019	1
075-570-052	4584	RISSTAY WAY	DEER CREEK MANOR	SFD	9/18/2019	1
075-570-030	2741	SMITH AVE	DEER CREEK MANOR	SFD	10/1/2019	1
075-570-028	2757	SMITH AVE	DEER CREEK MANOR	SFD	10/1/2019	1
075-570-029	2749	SMITH AVE	DEER CREEK MANOR	SFD	10/1/2019	1
075-570-010	2738	JORZACK WAY	DEER CREEK MANOR	SFD	11/1/2019	1
075-570-013	2796	JORZACK WAY	DEER CREEK MANOR	SFD	11/1/2019	1
075-570-012	2784	JORZACK WAY	DEER CREEK MANOR	SFD	11/13/2019	1
006-940-006	3716	CRAFTSMAN AVE	DEER CREEK MANOR	SFD	12/3/2019	1
006-940-007	3704	CRAFTSMAN AVE	DEER CREEK MANOR	SFD	12/3/2019	1
075-620-012	4420	RISSTAY WAY	DEER CREEK MANOR	SFD	12/30/2019	1
075-620-013	4440	RISSTAY WAY	DEER CREEK MANOR	SFD	12/2/2019	1



Appendix C - Quantified Objectives

The information for the Quantified Objectives table is based primarily on trends in building permit activity as modified by the economic climate. While the City will be implementing new policies, which will make many types of housing much easier to develop, the current economic situation is expected to extend throughout the planning period, 2014-2019.

We assume then that the mixture of units may become more diverse because of City activity but not necessarily a greater number in total than the prior planning period. This is consistent with many sources that track building construction and economic trends. The last planning period was the beginning of a downturn that may have hit bottom. Unemployment has continued downward.

This assumption for a number that reflects prior activity is based upon the fact that Shasta County has one of the highest fore-closure rates, not only in California, but also in the United States. Realtytrac.com lists the following statistics for jurisdictions in the county:

Appendix Table C-1: New Foreclosures

New Foreclosure Filings, July 2019 to January 2020				
	Total Foreclosures	%	Bank Owned	%
Anderson	85	20.94	18	22.78
Redding	174	42.86	35	44.30
Shasta Lake	47	11.58	10	12.66
Shasta County	100	24.63	16	20.25
TOTAL	406	100	79	100

1 Includes new pre-foreclosure, auction, and bank-owned foreclosure listings.

Note: Percentage totals may not add perfectly due to rounding.

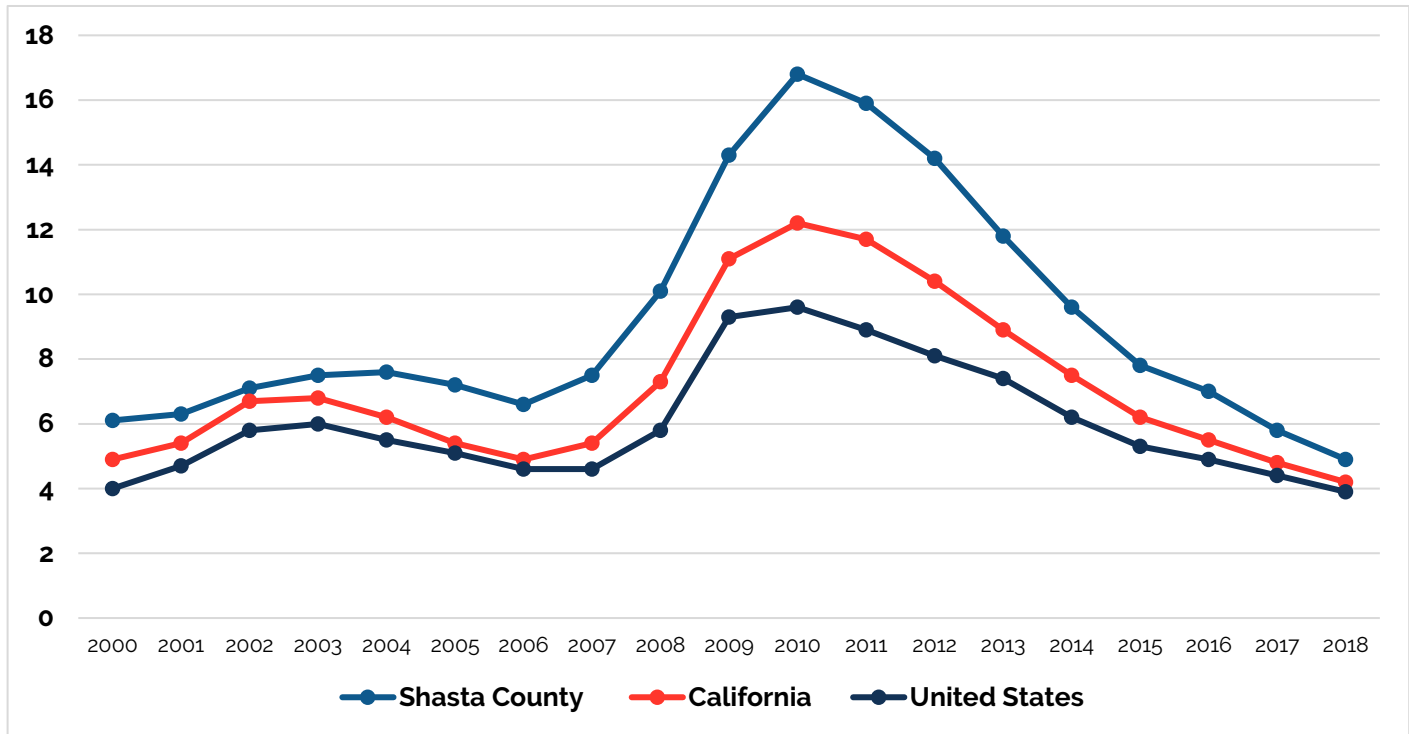
Source: Realtytrac.com, March 16, 2020.

This number of units in the region that are in foreclosure or already bank owned has a significant effect on the ability of the City to attract developers/contractors to the community when they may not be able to sell the units at a competitive rate with foreclosed units.

Shasta Lake has the lowest number and rate of foreclosures as well as bank-owned properties. The volume of foreclosures in Redding, which shares a city limit with the City of Shasta Lake, is significant and means that the largest market for resale homes will be in Redding.

Large areas of California still have foreclosures and bank owned properties for sale. With few new jobs in the County there is little incentive to buy property except by retirees who are cashing out from areas with higher property values.

The figure below shows the average annual unemployment rates for Shasta County, California, and the United States from 2000 to 2018. As shown in the figure, economic hardships during the recession had a more noticeable impact in the county compared to statewide and countrywide. This is likely attributed to a relative lack of economic diversification and economic development resources to respond to changes. Unemployment rates have been decreasing countywide since 2010. In 2018, average annual unemployment rates were 4.9 percent in Shasta County, 4.2 percent in California, and 3.9 percent in the United States. During this time, Shasta Lake ranked in the 32 out of 58 counties in the state with the lowest unemployment rates.



Appendix Figure C-1: Historic Unemployment Rates

Source: U.S. Bureau of Labor Statistics, 2019.

The City believes that there are residents and workers who live outside the City who will benefit from more use of the First Time Homebuyer program. Consequently, the City will be promoting the First-Time Homebuyer program through DAP to potential purchasers of the new affordable housing being built and looking for additional properties where similar projects can be constructed.

The City has added an Implementation Program that will concentrate on trying to get a multi-family project constructed in the next planning period – of some size—70-85 units. Such a project will take major amounts of staff time but could be a real asset to residents who need decent housing or who work here but cannot find adequate housing.

The City of Shasta Lake is tied to the regional market since it has very little tax base compared to the other two cities in the county, Redding and Anderson.



Between 2010 to 2018, there were 32 new housing units built in Shasta Lake, which is a decline from 442 new housing units between 2000 to 2010. Single family homes continue to account for the majority of the housing stock. From 2000 to 2018, of the 474 new housing units constructed in the city, 91 percent were single family homes. During this time period, there was also a loss of 80 multifamily units in 2- to 4-unit buildings, but an increase of 50 multifamily units in 5-unit or more buildings. *(Source: Repeated from Section 2.1.4.1)* The City has noted in the Housing Element and other response sections, the activities that we will be implementing to help encourage the production of extremely low, very low, and low-income units. If the 30 units of senior housing that we are assisting proceeds to development, the low and extremely low numbers will increase. Short of having this project we believe we may have two units total in those categories. Rehabilitation unit numbers are based upon historical trends in the City.

Quantified Objectives for the Planning Period

Appendix Table C-2: Construction by Income Level

Income Level	New Construction	Rehabilitation	Conservation/Preservation	Totals
Extremely Low-Income	6	4	2	12
Very Low-Income	6	4	1	11
Low-Income	12	12	2	26
Moderate-Income	14	15	0	29
Above-Moderate	6	12	0	18
Total	44	47	5	96

Source: Development Services Department.



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Appendix D - Public Participation

The following is an account of those involved in the Housing Element Update process as public participants.

Appendix Table D-1: GPAC Advisory Committee

General Plan Advisory Committee (GPAC)		
First Name	Last Name	Interest/ Representation
Aaron	Casas	Caltrans – Complete Streets Coordinator
Amy	Pendergast	Healthy Shasta
Anje	Walfoot	Resident / Real Estate Agent
Azi	Barzin	Property Owner - Commercial
Carla	Thompson	Member of the Public (retired development services director)
Darlene	Brown	SL Heritage and Historical Society Bd./ Pres. Emeritus
Debbie	Isreal	Previous Senior Planning for COSL / Habitat for Humanity Housing Lead
Don	Spurgeon	CVHS Alumni/Retiree
Gary	Bowman	Parks and Rec/Chamber of Commerce Board President Shasta Lake Chamber
Jason	Peterson	Parks and Recreation Commission member
Jessaca	Lugo	Assistant City Manager
Kay	Kobe	Chiropractor/ Treasurer of SLHHS & SL Gateway Library
Ken	Freigher	Tri Counties Bank - Shasta Lake
Loree	Byzick	Superior California Economic Dev. Program Manager
Mai	Vue	
Mike	Nadeker	Member of the Public Contractor / Builder (Cornerstone Development)
Nery	Martinez	Restaurant Owner / Property Owner
Peter	Bird	Associate Planner
Rose	Smith	SL Fire District Board Member /Library Board/ Homeowner
Sam	Yount	Real Estate Agent / Property Owner
Sandra	Castello	City DS Staff / Member of the Public
Sean	Hayes	Gateway School District – Dir. Of Food Services
Stuart	Sutherland	Small Business – Heritage Roasting Co.
Theresa	Tibbett	Wintu Tribe representative / First Five Shasta
Tim	Wright	Business Owner/Property Owner
Veronica	Grabeal	Tribal Secretary
Justin	Nelson	Coldwell Banker Commercial C&C Properties and Shasta Resident



Planning Commission:

Appendix Table D-2: Planning Commission

City of Shasta Lake Planning Commission

Darlene Brown (Chair)

Rod Lindsay (Vice-Chair)

Antonio (Tony) Cota

Charrel Kirkland

Anje Walfoort

City Council:

Appendix Table D-3: City Council

City of Shasta Lake City Council

Janice Powell (Mayor)

Pamelyn Morgan (Vice Mayor)

Greg Watkins

Larry Farr

Rick Kern

City Staff:

Appendix Table D-4: City Staff

City of Shasta Lake Staff

Jessaca Lugo, Assistant City Manager

Peter Bird, Associate Planner

Sandra Castello, Development Services Technician III

Jeff Tedder, City Engineer

Open House:

All residences of City of Shasta Lake received announcements about the Open House to gather feedback on the Housing Element Update. The Open House was held on February 8, 2020. Approximately 90 members of the public attended the Open House and provided input.

Every residence in the city received an invitation to the open house though the mail, either in their utility bill (Appendix Figure D-1) or direct mail (Appendix Figure D-2).



Shasta Lake General Plan OPEN HOUSE



Come Join Us! Plan the Future of our City!

Shasta Lake Community Center
@ Civic Center Plaza, 4499 Main St.

10 AM to 3 PM

Drop in any time and stay as long as you wish!
We'll have food, prizes, and kids activities!

Appendix Figure D-1: Utility Bill Mailer

General Plan Open House

PLEASE JOIN US! ALL ARE WELCOME!

FOOD, GIVE-AWAYS, & PRIZES

HELP US PLAN THE CITY'S FUTURE!

Listen, Learn & Share:

- Community Vision
- Land Use Changes
- Housing Needs
- Open Space
- Vehicle, Pedestrian, & Bicycle Transportation

Saturday, February 8th
10:00 am - 3:00 pm
Shasta Lake Community Center
4499 Main Street

Learn More at:
www.planshastalake.com

Appendix Figure D-2: Mass Mail Postcard

Public Review Posting:

The draft housing element was posted on the project website at <https://planshastalake.com/housing-element/> for public review on April 15, 2020.

PLAN SHASTA LAKE

2040 VISION GENERAL PLAN ELEMENTS ▾ MEETINGS PLANNING TEAMS ▾

Housing Element

[Click here for draft submission to Cal. Dep't of Housing and Comm. Dev \(4/15/2020\)](#)

What is the Housing Element?

The City of Shasta Lake's Housing Element serves to understand and analyze the City's housing needs and to develop programs and policies that can help meet those identified needs. The Housing Element is a component of the City's 2040 General Plan, which demonstrates that the City is adequately planning to meet the housing needs of everyone in the community and that the Housing Element is consistent with other elements of the General Plan.

This Housing Element includes seven goal statements. Under each goal statement, the Element sets out policies that amplify each goal statement. Implementation programs are listed at the end of the corresponding group of policies and describe briefly the proposed action, the City department with primary responsibility for

On Feb. 8, 2020, the City of Shasta Lake hosted an **Open House** with almost 100 residents in attendance. Among other elements, the Open House solicited input on the Housing Element.



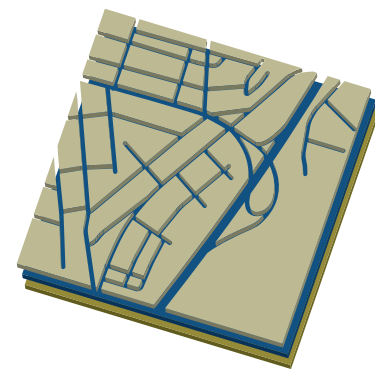
Appendix Figure D-3: Housing Element Page at planshastalake.com



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CIRCULATION

creating connected, accessible, and complete systems of circulation networks and ensuring access to opportunities within a community and region requires coordination between land use and circulation planning



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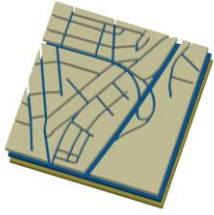
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SECTION 4. CIRCULATION ELEMENT



The Circulation Element focuses on the movement of people, goods, energy, water, sewage, storm drainage, and communication through the City of Shasta Lake. This Element sets forth specific goals, policies, and implementation actions to guide the development and maintenance of circulation for the City through 2040.

Based on guidelines in the California Government Code, this Circulation Element highlights Shasta Lake's current transportation system, from roads and streets to active transportation and transit. This Circulation Elements also provides an overview of existing and planned utilities in the City. (Cal. Gov't Code § 65302(b) (2019)).

4.1. Why is Circulation Important?

This element balances the need to provide efficient and reliable services and infrastructure with the overall vision of Shasta Lake as a safe, vibrant community with a small-town feel, walkable neighborhoods, retail options for residents, and strong employment opportunities. Circulation systems should accommodate planned growth, minimize environmental degradation, complement regional transportation and land use plans, and ensure new growth does not burden current residents. The transportation network should be balanced and connected to provide community access for all ages and abilities; this includes safe and efficient roadways, pedestrian-friendly sidewalks and paths, trails, bicycle amenities, and public transportation.

4.2. Statutory Requirements

Any revision of the Circulation Element must plan for a "balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan." Users are defined in statute as "bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors." (Cal. Gov't Code § 65302(b)(2)(A-B) 2019)

Recent legislation has increased focus on air quality, reducing greenhouse gas emissions, and reducing vehicle miles traveled (VMT), including the following:

- California Complete Streets Act of 2008 ([Assembly Bill \(AB\) 1358](#))
- Global Warming Solutions Act of 2006 ([AB 32](#))
- Sustainable Communities and Climate Protection Act of 2008 ([Senate Bill \(SB\) 375](#)), which produces the Shasta Lake Regional Transportation Agency (SRTA) Sustainable Communities Strategy
- California Environmental Quality Agency (CEQA) Streamlining for Infill Projects ([SB 226, 2011](#))
- Shift in CEQA transportation metric to Vehicle Miles Traveled (VMT) in 2013 ([SB 743](#))



The City's existing Complete Streets Policy Implementation Programs are:

- 1) Adopting a complete streets policy;
- 2) Developing a crosswalk policy;
- 3) Developing and implementing a sidewalk zone system; and
- 4) Reviewing and revising existing policy.

4.2.1. CLIMATE CHANGE

Climate change is a critical consideration in this General Plan Circulation Element, as transportation is a significant source of greenhouse gases (GHG). The California Air Resources Board (CARB) reports that, as of 2017, about 40 percent of the state's GHG emissions come from the transportation sector, as compared to 29 percent nationally. (Cal. Air Resource Board 2019, 5) To achieve GHG reduction goals, the City is focusing on mixed-use development close to employment centers and transit options and improving active transportation infrastructure.

The recent increase in demand for work-from-home employment may assist in reaching GHG emissions targets by reducing the number of daily commuters in single-occupancy vehicles. However, adequate broadband coverage must be provided to facilitate remote work, as discussed in more detail under Section 4.8.5.

One of the many anticipated consequences of climate change is increased storm intensities, which will require the City to reevaluate existing drainage and stormwater infrastructure to ensure there is enough capacity to accommodate the increased volume of rainfall and runoff. Impacts on infrastructure associated with climate change and severe weather hazards are discussed further in the Health & Safety Element and detailed in the City of Shasta Lake Hazard Mitigation Plan.

Urban Heat Island Effect

As described in the Conservation Element, the **Urban Heat Island Effect** can occur in small or large cities, and even in suburban areas. Heat islands form as natural land cover is replaced with dark-colored rooftops, pavement for roads and parking lots, and other urban surfaces that collect and retain heat. These urban surfaces can reach much higher temperatures and be up to 60 degrees warmer than the air temperature, resulting in urban environment temperatures one to seven degrees Fahrenheit higher than in natural landscapes during the day and two to five degrees higher at night. (U.S. Environmental Protection Agency n.d.)

Trees in urban landscapes are an effective, low technology way to reduce the heat island effect, help meet "green" building goals, reduce energy consumption, improve air quality, reduce stormwater runoff, decrease soil erosion, improve the pedestrian environment, reduce glare, and improve community image and aesthetics. Studies have shown that urban trees offer returns far greater than their cost of planting and upkeep, and these benefits increase with the increased size and extent of the tree canopy. For these reasons, the City of Shasta Lake will actively promote street trees in urbanized areas, especially along major thoroughfares such as Shasta Dam Boulevard, and promote trees along pedestrian and bicycle paths and around active transportation infrastructure to enhance the urban canopy.

4.3. Correlation with Land Use Element

Creating connected, accessible, and complete systems of circulation networks and ensuring access to opportunities within a community and region requires coordination between land use and circulation planning. As emphasized in the Land Use Element, connections between residential neighborhoods and commercial and industrial areas need to serve the transportation needs of residents and businesses alike.

Pedestrian and bicycle routes in the Circulation Element will connect the City's parks and schools with residential areas identified in the Land Use Element. Moreover, truck routes should be directed away from sensitive areas and designated instead to serve areas designed for commercial and industrial uses in the Land Use Element.

The policies and implementation actions in the Land Use Element directly tie to those highlighted in this Circulation Element.

4.4. Overview of Transportation System

Transportation systems are essential to Shasta Lake and its economy, connecting people, goods, services, resources, and jobs to enhance opportunity. Appropriate and adequate transportation systems can improve community equality, productivity, property values, and wellbeing.

Interstate 5 (I-5) is the backbone of the Shasta region and the only interstate serving the City. "Interstate 5 is the backbone of the region's transportation network, carrying upwards of 70,000 trips per day - the highest usage for 315 miles to the north (Eugene, OR) and 150 miles to the south (Interstate 5/State Route 99 junction). It is also part of a 1,382 mile north-south travel and freight corridor stretching from the Mexican to Canadian border." (SRTA 2018, 48). State Route 151 is seven miles long from Interstate 5 through the City of Shasta Lake to Shasta Dam. The western portion of State Route 151 is a State-designated Scenic Route. Union Pacific Railroad (UPRR) also passes through Shasta Lake in a north-south direction.

The City incorporates complete streets policies into its planning processes to support and encourage active transportation in the City. The GoShasta Plan created goals and policies in the categories of Safety and Education, Commuting, Continuity, Recreation, and Funding.

Additionally, due in part to the connection between transportation funding and greenhouse gas reduction established by SB 375¹, vehicle miles traveled (VMT) is becoming an increasingly important metric of Circulation Element performance. While the City of Shasta Lake is a hub for vehicular travel, the City also recognizes the importance of multi-modal transportation for the health of the community, including reduced vehicle emissions. This Circulation Element focuses on VMT and multi-modal travel for these reasons.

¹Under the Sustainable Communities Act, CARB sets regional targets for greenhouse gas (GHG) emissions reductions from passenger vehicle use. See Section 4.2.1, above.

4.4.1. ROAD CLASSIFICATIONS

Road classifications can help guide decision-making in land use and new roadway planning, the prioritization of maintenance and repair funding, and multi-modal use and safety, among other issues. Routes of regional significance in Shasta Lake include Shasta Dam Boulevard, Lake Boulevard, Ashby Road, Pine Grove Avenue, Mussel Shoals Avenue, Vallecito Street, and Interstate 5 (I-5). Shasta Dam Boulevard and Lake Boulevard are currently the only minor arterials in the City. Cascade Boulevard and Twin View Boulevard are both frontage roads to I-5. Cascade Boulevard runs south from Shasta Dam Boulevard on the west side of I-5, and Twin View Boulevard runs south from Pine Grove Avenue on the east side of the interstate.

Road classifications include:

Interstates

Interstates are primarily used for regional trips and can only be accessed by interchanges; major streets cross only at underpasses or overpasses. Interstate 5 is the only interstate in the City of Shasta Lake.

Arterials

Arterials provide travel between activity centers, may serve some regional locations, and allow for direct connection to nearby services and land uses.

Collectors

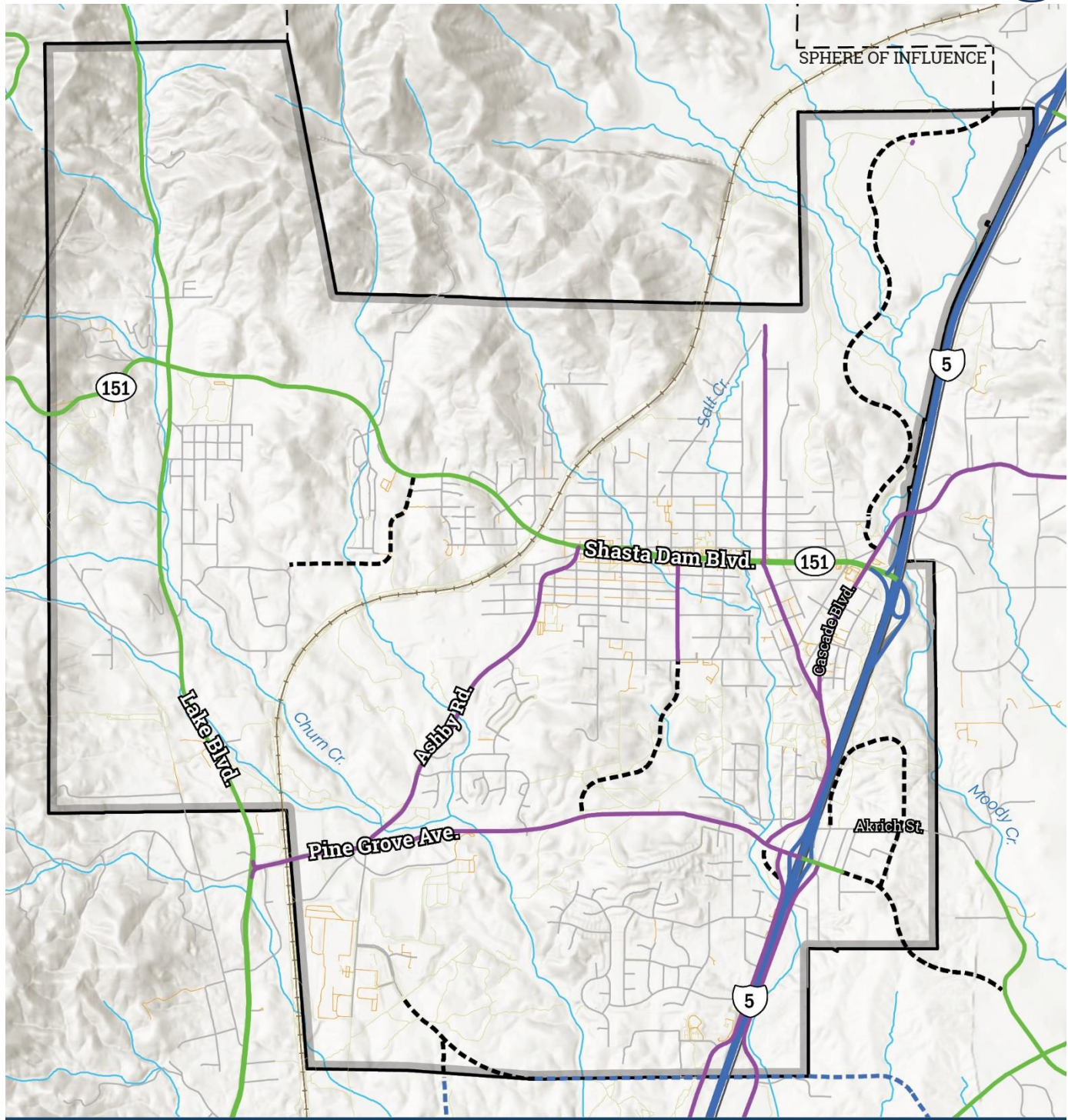
Collectors generally connect residential neighborhoods to commercial areas and connect residential and neighborhood commercial areas to arterials. Collectors typically feed into arterials, which then connect to interstates.

Future Roads

Future roads have been identified through City and regional planning efforts and are depicted in Figure 4-1. Most future roads will be arterials; some are planned as collectors. These roads should be considered when reviewing new development proposals, such as subdivisions.

4.4.2. VEHICLE MILES TRAVELED AND LEVEL OF SERVICE

Many of the policies identified in this element and in the Land Use Element serve to reconcile competing interests of **Level of Service (LOS)** and **Vehicle Miles Traveled (VMT)** and meet the needs of all transportation users, including non-automobile users. The Circulation Element amends Level of Service goals to ensure flexibility in transportation planning to reduce LOS to better accommodate other transportation types. For example, a high automobile LOS may be too expensive to maintain, may be unsafe for non-automobile users, or may force different uses to be spread so far apart that travel becomes inconvenient for alternative modes of transportation.



Caltrans Functional Classification

— Interstate

— Minor Arterial

— Major Collector

Future Roads

--- Future Collector

--- Future Road
(Specific Plan)

Functional Classification of Roads

City of Shasta Lake

Figure 4-1: Shasta Lake Road Network



4.4.3. DEVELOPMENT ALONG SHASTA DAM BOULEVARD

State Route 151 (SR 151) (Shasta Dam Boulevard) and Pine Grove Avenue are the only major thoroughfares in Shasta Lake. Because Shasta Dam Boulevard is a state route owned and maintained by the California Department of Transportation (Caltrans), the process of making improvements is more complex, especially those that would narrow the road for additional pedestrian, bicycle, and parking infrastructure. At the same time, the City desires to continue efforts to create a downtown "village" feel for key segments of Shasta Dam Boulevard, as reflected in the Land Use Element. Finding a balanced path forward for making necessary updates will be important.

Consistent improvement through the length of SR 151 from Interstate 5 to Lake Boulevard will improve use of the road, as well as provide for multi-modal use. Americans with Disabilities Act (ADA) improvements are occurring and will continue to occur. The majority of the road could also be further improved to handle vehicular traffic more efficiently.

4.4.4. GOODS MOVEMENT

Shasta Lake's industrial zone is removed from Interstate 5 (I-5), increasing truck and HazMat travel, vehicle emissions, and particulate pollution through the southern portion of the City. Travel on this section of I-5 is predominately longer interregional trips and goods movement. Approximately a quarter of all traffic moving along this segment is made up of trucks with five or more axles, making I-5 one of the highest volume truck corridors in the state.

Goods movement through Shasta Lake also occurs via rail. The Union Pacific Railroad (UPRR) operates the only rail line through the City, which is also utilized as a detour route when needed by Burlington Northern Santa Fe Railway (BNSF). In addition, the UPRR line is used daily by Amtrak, which runs north-south along the Pacific Coast and crosses over the Pit River Bridge over Lake Shasta. (Shasta County Caltrans District 2 2012) The crossing at Shasta Dam Boulevard is at a substandard grade, which limits truck traffic under the tracks at this location.

4.4.5. ROAD MAINTENANCE AND REPAIR

The City has a biannual pavement management system of surveying and prioritizing needed road maintenance and repair. The City has a considerable need for additional funding for road maintenance and repair.

4.4.6. TRAFFIC MANAGEMENT

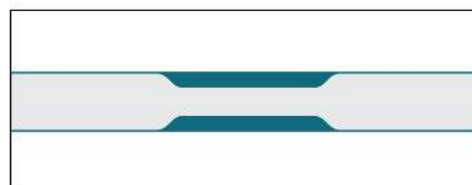
The City of Shasta Lake, like the Shasta Region as a whole, does not currently encounter considerable traffic congestion; this lack of congestion is an important element to the overall livability and village feel of Shasta Lake. To prevent the loss of this characteristic, the City must employ strategies to prevent issues of high traffic congestion and attendant health and safety problems.

There are a variety of **traffic calming measures** to achieve speed reductions, where appropriate, deter congestion, and reduce demand for vehicular trips. Some speed controls alter the configuration of a roadway while others change how people psychologically perceive and respond to a street. Traffic calming measures may include center medians with vegetation, pinchpoints, lane shifts, bulb outs, and roundabouts, which can reduce stop-and-go driving and hard accelerations, thereby reducing emission rates.

Depending on site-specific conditions, speed reduction mechanisms can result in improved safety and fewer or less serious injuries when accidents occur. There are currently very few traffic calming measures on Shasta Dam Boulevard, Cascade Avenue, or within proximity of area schools or public facilities.

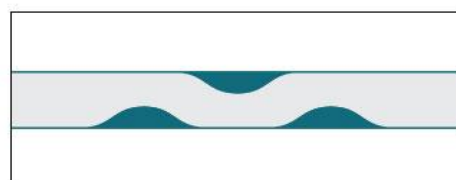
Figure 4-2 illustrates a variety of traffic calming measures.

Road diets, or the strategic narrowing of or reduction in travel lanes, can be an efficient speed reduction mechanism and tool for incorporating different modes of transportation onto one street. This traffic calming measure has the added bonus of providing alternative modes of transportation on the same roadway. Where volumes and capacity permit, a reduction of lanes allows the roadway to be reallocated for other uses, such as for bike lanes, pedestrian crossing islands, or parking. A portion of State Route 151 (Shasta Dam Boulevard) received a road diet approximately 10 years ago from the Interstate 5 interchange to the railroad trestle on Shasta Dam Boulevard; lanes of traffic were reduced from four to three, and sidewalks and bike lanes were added.



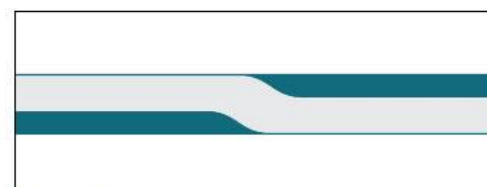
Pinchpoint

Chokers or **pinchpoints** restrict motorists from operating at high speeds on local streets and significantly expand the sidewalk realm for pedestrians.



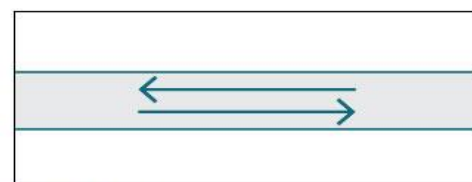
Chicane

Chicanes slow drivers by alternating parking or curb extensions along the corridor.



Lane Shift

A lane shift horizontally deflects a vehicle and may be designed with striping, curb extensions, or parking.



2-Way Street

2-way streets, especially those with narrower profiles, encourage motorists to be more cautious and wary of oncoming traffic.

Figure 4-2. Examples of Speed Reducing Mechanisms.

Source: (Nat'l Ass'n of City Transpo. Officials 2012)

4.4.7. TRAFFIC CONTROL AROUND SCHOOLS

High volumes of pedestrian traffic, vulnerable users, and other factors create an increased need for safety around schools. Roadway design should take into account the specific needs of the population, including bicycle and pedestrian access, transit and drop off needs, and safety around crosswalks, intersections, and roundabouts. The following is a summary of the current state of traffic control around local schools:

- **The Gateway Unified School District, which includes the below schools, does not currently allow students to bicycle to school.**
- **Mountain Lakes High School.** As demonstrated in Figure 4-3, there are no sidewalks near Mountain High Lakes School, but there are painted crosswalks at the intersection of Shasta Dam Boulevard and Lake Boulevard. There are also Class II bike lanes on Shasta Dam Boulevard and the speed limit around the school is 25 mph.
- **Grand Oaks Elementary School.** There is one painted crosswalk in front of the school and also at the intersection of Grand Avenue and Shasta Way. There is one stretch of sidewalk directly in front of the school and the speed limit around the school is 25 mph.
- **Shasta Lake School.** There are sidewalks on the south side of Vallecito Street and sections of sidewalk along the north side of Vallecito Street. There are also two crosswalks on Vallecito Street with two additional crosswalks at the intersection of Cabello Street and Vallecito Street. Signed Class III bike routes are located on Vallecito Street in front of the school and on Cabello Street between Vallecito Street and State Route 151. The speed limit around the school is 25 mph. There was a Safe Routes to School project from Vallecito Street to Shasta Dam Boulevard along Cabello Street that installed sidewalks on the east side of the Cabello.



Figure 4-3 Road Conditions Near Mountain Lakes High School

Source: Google Streetview (2021)

- **Central Valley High School.** There are currently only two crosswalks in front of Central Valley High School and no sidewalks other than those located on the school campus. There is a Class III bike route on La Mesa Avenue between Ashy Road and Cabello Street. The speed limit around the

school and in the neighborhood is 25 mph. This school is located in close proximity to a timber mill, Sierra Pacific. Logging trucks access local arterials and collectors to come into the mill.

4.4.8. PARKING

Parking is one of the single largest uses of land in a municipal footprint, although it typically does not receive significant attention. Besides encouraging vehicle use, parking supply influences the character, form, function, and flow of communities. For example, dispersed parking, as is the general layout along Shasta Dam Boulevard, keeps buildings widely-spaced, can take away from the village feel, and alters the perception of safety for cyclists and pedestrians. On the other hand, on-street parking can serve as an additional speed reduction mechanism.

City requirements to provide a set amount of parking, combined with small commercial lot size, often results in reduced development on lots. Alternatives that reduce parking footprints will be explored by the City, including decreasing or removing parking minimums, adding more public parking, and expansion or modification of on-street parking.

The City has increased bicycle parking in recent years with bicycle racks at several locations. The goals, policies, and implementation actions in this element promote both street and bicycle parking improvements.

4.5. Transit

As more of the population chooses alternatives to driving single-occupancy vehicles, and as California strives to reduce VMT and GHG emissions, transit availability becomes increasingly important. Well-planned transit infrastructure can improve access to opportunities by making job centers, housing, schools, and other major destinations reachable by high numbers of residents via quality transit service. Coordinating transit stops, stations, and routes with bicycle and pedestrian infrastructure can help create first and last mile connections, promoting reduced VMT for short trips and potentially increasing transit ridership for a wider range of residents.

The Redding Area Bus Authority (RABA) provides transit service for the City of Shasta Lake with buses that are equipped with bike racks. Figure 4-6 shows the City's existing transit routes, along with bicycle and pedestrian paths. Issues with the current service include long wait times (up to an hour) and a lack of transit stops, especially those with shelters.

4.6. Active Transportation: Bicycle and Pedestrian Networks

Bicycle and pedestrian networks should be complete systems for transportation, including coordination with land use plans, housing, and transit systems. Bicycle and pedestrian networks connect residents to employment centers, community centers, schools, commercial districts, and transit stops. Active transportation can be used to fill the gaps in transit systems, especially for the first and last mile between transit stops and destinations. Improving active transportation connections also encourages recreational bicycling and walking for exercise, building a healthier, happier community. The City's Land Use Element prioritizes infill development, which creates opportunities for active transportation by decreasing the distance between origins and destinations.

SRTA is responsible for the Regional Active Transportation Plan (ATP), and the City has also been involved in the development of the Healthy Shasta Health Impact Assessment and Shasta Walks. Figure 4-5 is a map of current and proposed bikeways from SRTA's 2018 ATP. Table 4-1 lists existing and proposed bikeway facility mileage in the City.

California continues to push for increased and improved active transportation networks as part of its Sustainable Communities Strategies, as active transportation can reduce passenger vehicle use and, thus, reduce greenhouse gas emissions. This is an important strategy to meet SRTA's regional GHG emissions reductions as well.

In general, there has been significant investment in bicycle infrastructure in the Shasta Region. However, these facilities are generally not well-connected, which diminishes their utility.

There has also been substantial investment in the pedestrian network, including sidewalks, curb ramps, shared-use paths, paved shoulders, and other features that facilitate walking. Like with the bikeway network, the pedestrian network is incomplete, with gaps in sidewalks and walkways.

To continue prioritizing a connected active transportation system, the City plans to inventory and assess existing and needed repairs, updates, and newly constructed bikeways and sidewalks, as discussed in more detail below. The City also plans to continue exploring needed "end of trip" and bicycle parking facilities to improve the City's overall network.

The City will continue to coordinate with SRTA for funding assistance and coordination with other parts of the Shasta Region to craft the City's active transportation network. This includes a uniform system for wayfinding, which can include stand-alone signs, markings painted on the street, or other signage to help people plan their routes and navigate the transportation networks and barriers, such as steep hills, dead ends, and high-stress roadways. Figure 4-4 is one example of wayfinding signage.

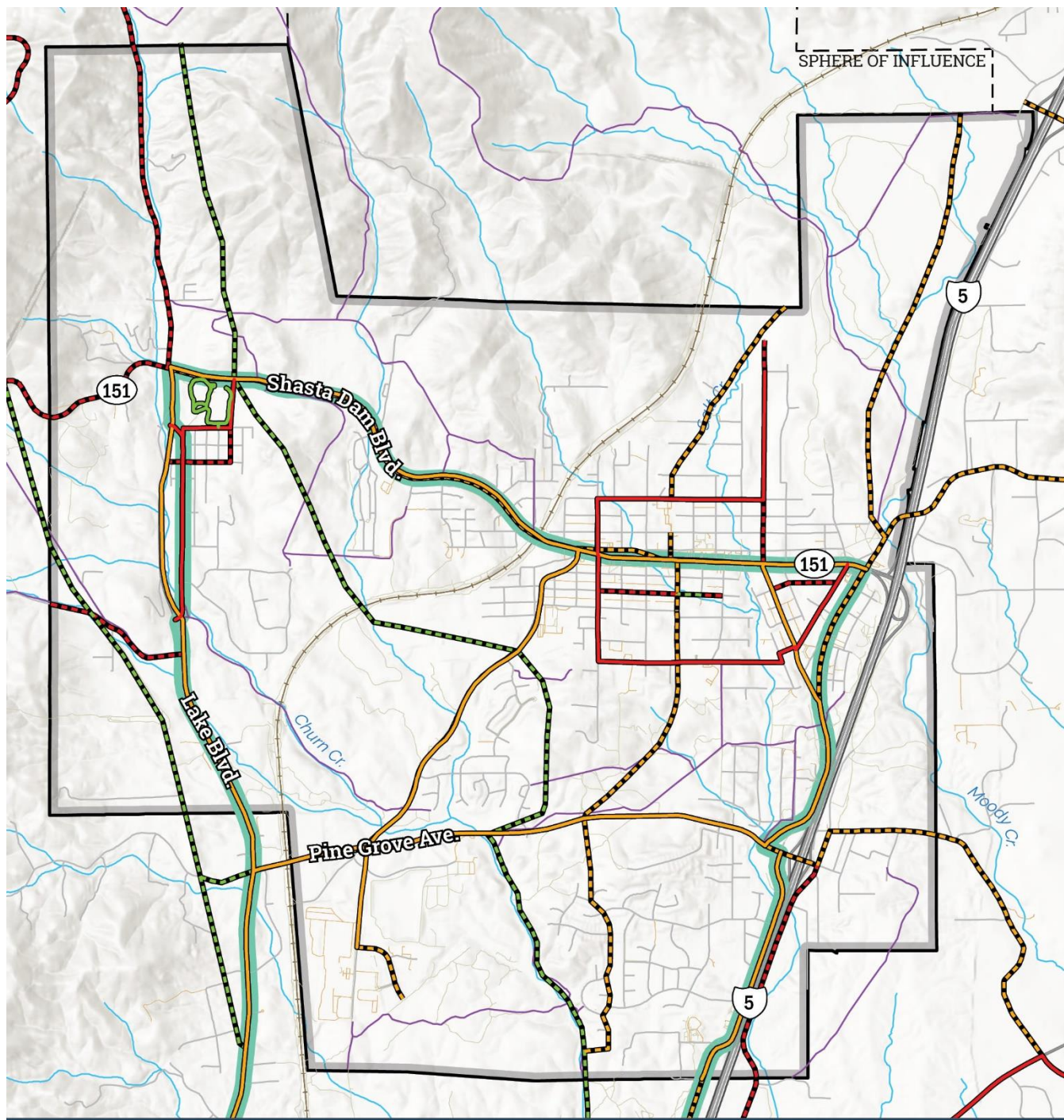
RABA transit service currently includes buses with bike racks. However, there are no existing Park-and-Ride lots or transit terminals in the City of Shasta Lake where a bicyclist could connect to another mode of transportation.

Bikeways, defined as all facilities that are primarily provided for bicycle travel, are listed by Class I, II, III, and IV based on a bicyclist's level of comfort and the amount of protection from the roadway. Figure 4-6 illustrates various bikeway levels.



Figure 4-4. Wayfinding Signage Example

Source: National Association of City Transportation Officials



- RABA Route 1**
- Future Walking/Hiking Route
City of Shasta Lake, 2021

Bikes, Trails, and Transit City of Shasta Lake

BIKEWAYS SRTA GoShasta Active Transportation Plan 2018

	EXISTING	PREFERRED/PROPOSED
CLASS I	Shared Use Path	Shared Use Path
CLASS II	Bike Lane	Bike Lane
CLASS III	Bike Route	Bike Route

Figure 4-5. Existing and Proposed Bike and Pedestrian Trails and Current Transit Routes



Other important aspects of encouraging and growing an active transportation community include:

- **Public education.** Incentive programs, like employee transportation education and incentives, bike-friendly businesses, community events, and bike valet programs, may be effective methods that the City can explore in coordination with SRTA, local nonprofits, and active transportation advocacy groups.
- **Safety concerns and perceptions.** Education and awareness can help reduce safety concerns and perceptions. A large percentage of crashes can be avoided if motorists and bicyclists follow the rules of the road and watch out for each other.

The City will continue to identify programs and projects to increase safety for bicyclists and pedestrians in the community.

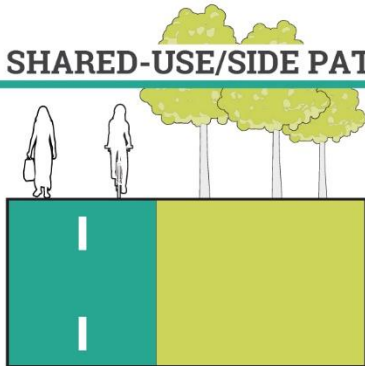
Lastly, funding continues to be a significant challenge in implementing an active transportation network. The state of California supports investment in biking and walking by funding programs such as the Active Transportation Program and the Affordable Housing and Sustainable Communities Programs. Because many California communities are interested in implementing active transportation projects, there is strong competition for these funds. The City will target grant opportunities in an attempt to improve these important networks.

Table 4-1. Existing and Recommended Bikeway Facilities

	Shared-use Path	Buffered/ Separated Bike Lake	Bike Lane/ Boulevard	Bike Route	Total
Existing in Shasta Lake (2018)	.93	-	10.85	4.21	15.98
Recommended in Shasta Lake	9.55	1.88	12.55	4.41	28.39

Source: SRTA Regional ATP, 2018, at 2 (Table 1.1) and 40 (Table 3.1).

SHARED-USE/SIDE PATH

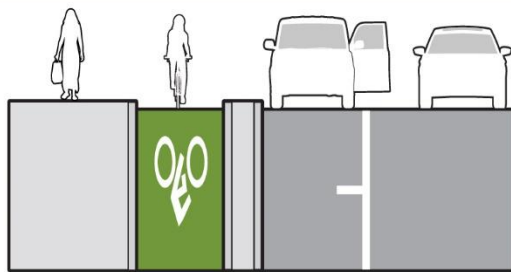


- Physically separated from motor vehicle traffic
- Comfortable for a wide range of users
- Provides connectivity to on-street bicycle network
- May not serve all destinations directly

LEVEL 1 Most Separated

- All Ages and Abilities

SEPARATED BIKE LANE

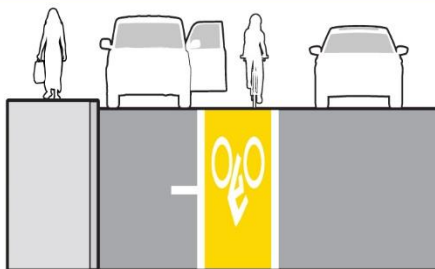


- Increases riding space and comfort by adding a painted buffer to a standard bike lane
- Buffer located either between the bike lane and automobile travel lane, or between bike lane and parking
- Appropriate on medium- to high-volume streets

LEVEL 2/3

- Interested but Concerned Bicyclists
- Somewhat Confident Bicyclists

BIKE LANE

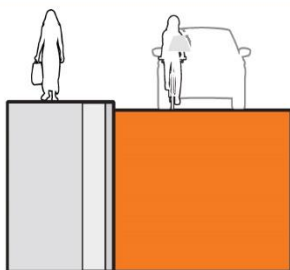


- Marks dedicated space for bicyclists on the street with pavement markings
- Appropriate on medium- or low-volume streets

LEVEL 2/3

- Somewhat Confident Bicyclists

SHARED ROADWAY



- Shows both bicyclists and drivers where bicyclists should ride on street for safe travel
- Reinforces that bicyclists belong in the lane and drivers must share the road
- Appropriate on low- and medium-volume streets where bicycle lanes cannot be accommodated

LEVEL 3 Least Separated

- Highly Confident Bicyclists

LEVEL 4 No Facility

Figure 4-6. Bicycle Facility Level of Comfort

4.7. Addressing Tradeoffs in Transportation Planning

The transportation network should be designed to accommodate multiple competing interests. The following tradeoffs will be considered by the City during planning phases:

- Roadway motor vehicle throughput and speed v. impacts on community along roadway.
- Roadway motor vehicle throughput and speed v. capacity for other modes.
- Roadway design speed and risk to pedestrians and cyclists.
- Breadth of coverage of transit system v. cost.
- Provision of bicycle facilities v. provision of additional motor vehicle capacity.
- Transit priority measures (e.g. signal priority and queue jump lanes) v. automobile capacity.
- Accommodation of potential emergency vehicle turning movements v. design for pedestrian safety.
- Accommodation of freight vehicles v. pedestrian safety.
- Automobile throughput and speed v. traffic calming measures (e.g., narrower travel lanes, roundabouts, raised medians, speed tables, and small curb radii)

4.8. Public Utilities and Facilities

This section highlights the location of, and improvements to, public utilities and facilities to support existing and future growth in the City of Shasta Lake. This section covers electric, water, wastewater, solid waste, and telecommunications services.

This Public Utilities and Facilities section fulfills the State law requirement that general plans include "the proposed general distribution and general location and extent of the uses of the land for... solid and liquid waste disposal facilities," as well as information on "the general location and extent of existing and proposed... public utilities and facilities." (Cal. Gov't Code §65302(a-b))

4.8.1. ELECTRIC

The City of Shasta Lake Electric Utility (Shasta Lake) is a publicly owned electric utility with a service territory of approximately 10 square miles in and around the City of Shasta Lake's boundaries. The City provides retail electric service to customers located within the City's corporate limits, as well as certain adjacent areas, and serves approximately 4,500 retail customers (meters), of which approximately 4,250 are residential. The City's demand and energy requirements can be greatly influenced by residential customers, with year-to-year variations in peak demand and energy sales representative, in part, of the effects of local weather conditions on residential class usage patterns. Peak demands are during late summer, especially in the evenings when residents are home.

The City serves its electric customers from the Central Valley substation and the Knauf substation, with the latter located near the Knauf Fiberglass Factory in an industrial zone separated from residential areas. The City owns and operates four small solar installations located on City facilities, the largest being 40 kilowatts.

Shasta Lake's electric assets consist of transmission lines, distribution lines, substations, and small scale generation assets, among others. Shasta Lake owns 15 miles of 115 kV transmission lines, approximately 60 circuit miles of overhead primary distribution lines, and approximately eight circuit miles of underground primary distribution lines.

The City of Shasta Lake administers programs to lower energy consumption, reduce peak demand, and support low-income and age-qualified customers, and also allows for the interconnection of distributed renewable energy generation resources. Shasta Lake's comprehensive energy efficiency



Figure 4-7: Photo of Shasta Dam (Top) and Photo of Electric Transmission Lines in Shasta Lake (Bottom)

Source: Top, City Facebook post dated May 28, 2019 by @throttlejunkie; Bottom, City of Shasta Lake website



rebate program supports residential and commercial customers focusing on peak load reduction and energy conservation, and includes rebates for efficient appliances, improvements to building efficiency, replacement of lights, and direct financial support for income- and age-qualified customers. The City's Generation and Interconnection policy allows customers to install distributed renewable energy generation resources on their premises to serve their own electricity needs.

Cannabis and Increasing Electricity Demand

Nationwide, localities and utility companies have seen an increase in power demand from cannabis operations, especially growers. Indoor cultivation of cannabis is one of the most energy-intensive industries, matching the electricity demand of all federal government facilities combined and spending an estimated \$6 billion on power annually. (Alliance to Save Energy 2020) However, electricity consumption varies widely among individual operations and is highly dependent on growers' preferences and standards for their finished product. When designing grow houses, indoor cultivators must consider special lighting, ventilation, and air conditioning systems, each of which use a substantial amount of energy on its own. To maximize yield, many growers use lights that are 500 times the intensity of recommended levels for reading paired with powerful fans and air conditioners to shorten the growing cycle. The resulting energy consumption can equate to 29 refrigerators for a four-plant lighting module or producing 18 pints of beer for one cannabis cigarette, a staggering amount compared to residential and other business uses. (National Conference of State Legislatures 2016)

The cannabis industry within the community is relatively large. Shasta Lake embraced the industry and adopted the existing regulations in 2017, following voter approval of non-medical cultivation and manufacturing in 2016. There are now several cultivators and distributors located in the Shasta Gateway Industrial Park, among other locations, as well as three retail shops along Shasta Dam Boulevard. To address electricity demand from this sector and others, the City of Shasta Lake has existing policies and procedures, outlined in Resolution CC-16-20 and the corresponding ordinance (ORD-CC-16-246), that establish the allowable construction credit provided by the city and in-aid-to-construction costs provided by the developer for upgrades, construction, or extension of electrical facilities necessary to establish electric service to proposed development.

4.8.2. WATER

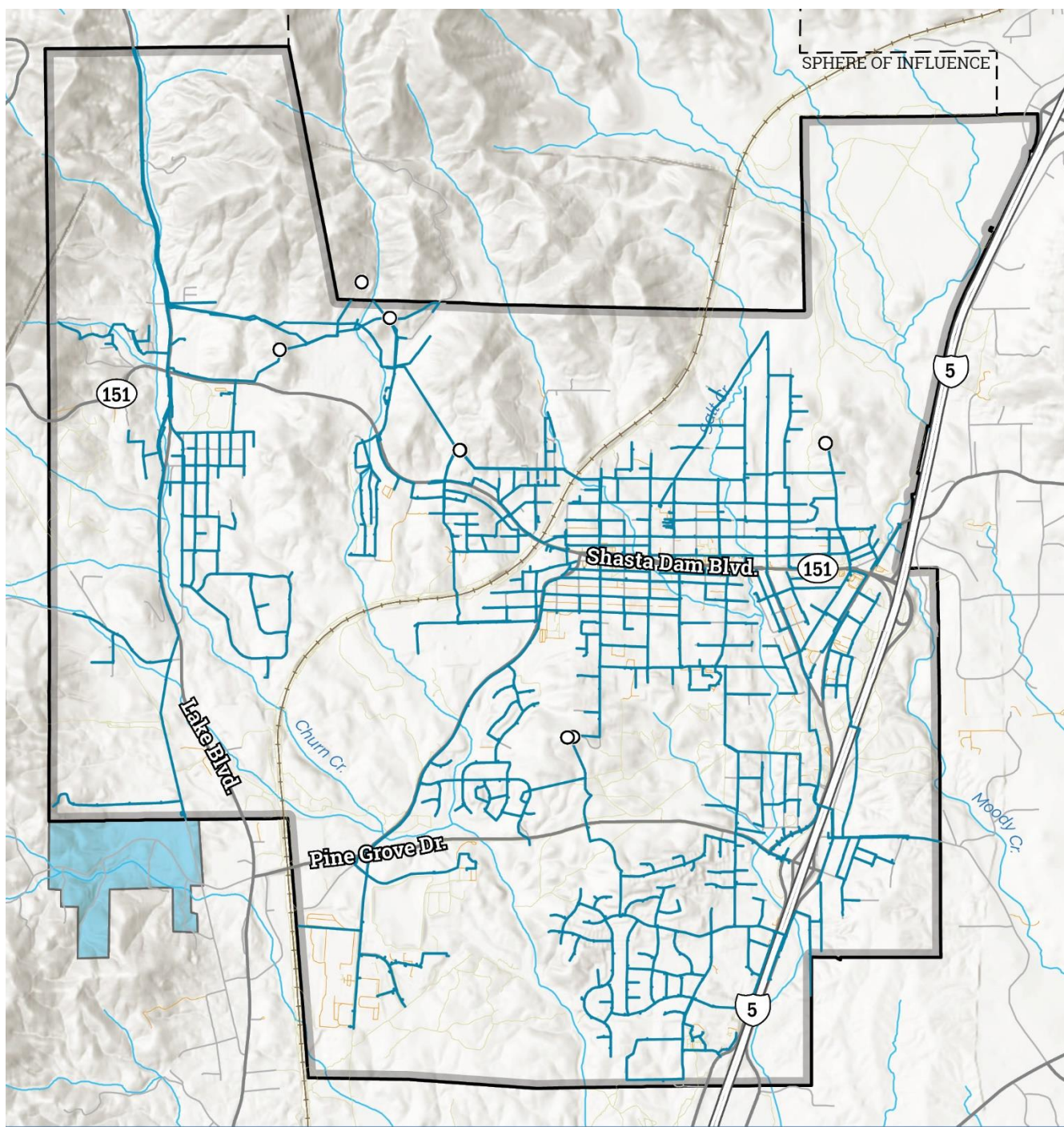
The City of Shasta Lake's water source is surface water pumped from Shasta Lake, the largest storage reservoir in the state. The majority of the City's water is purchased from the U.S. Bureau of Reclamation, which operates Shasta Dam and the power plant. The City has water contracts with the U.S. Bureau of Reclamation via a Central Valley Project (CVP) contract, Anderson Cottonwood Irrigation District (ACID), Shasta County Water Agency, and the City of Redding.

Water service is provided to all residential, commercial, and industrial customers, and for fire protection services. The City of Shasta Lake's water utility primarily provides water within the City limits, but also provides water service to a small portion of the City of Redding within its Buckeye service area. In 2013, the City's 10 largest consumers consisted of two industrial accounts, one government account, one mobile home account, one multifamily account, two school accounts, and three City of Shasta Lake accounts.

The City's water system consists of approximately 79 miles of active water distribution system pipelines up to 20 inches in diameter, the Fisherman's Point Water Treatment Plant (WTP), 10 storage tanks (nine treated water, one raw water), two booster pump stations (one raw water, one treated water), 15 Pressure Reducing Valve (PRV) stations, and nine pressure zones. The Fisherman's Point WTP is located outside of the City limits, north of Fisherman's Point adjacent to Shasta Dam. (Water Master Plan at 1-1)

The City's future water needs can be divided into supply, storage, and distribution system, and are outlined in more detail in the City's Water Master Plan, updated every 10 years. With projected future growth comes additional necessary capital improvement projects, including to the water utility. As with other capital investments, the City places great importance on new development paying for water utility upgrades required as part of new development coming online.

In accordance with state law, the City has adopted an Urban Water Management Plan (UWMP), which compares projected water use to available water supply sources over the next 20 years. The UWMP is updated every five years. The Conservation Element focuses on goals, policies, and implementation actions for the City regarding the conservation of water resources.



- City of Shasta Lake
- - - - City of Shasta Lake Sphere of Influence

- Water Tank
- Potable Water Line
- Extended Water Utility Service

Water Utility Overview

City of Shasta Lake

Figure 4-8. Water Utility Overview

4.8.3. WASTEWATER

The City provides wastewater collection services to approximately 3,800 residential, commercial, industrial, and institutional accounts. There are also more than 500 on-site wastewater treatment systems (OWTS) (i.e., septic systems) located within the City limits, most of which are outside of the current wastewater service area.

The City owns, operates, and maintains the wastewater collection system, which consists of approximately 58 miles of gravity mains and forced mains, with up to 21-inch pipe sizes conveying flow to the Shasta Lake Wastewater Treatment Plant (WWTP). The WWTP, located in the industrial zone in the southwest corner of the City adjacent to the Churn Creek Natural Area, is designed to treat an average dry weather flow (ADWF) of 1.3 million gallons per day (MGD) and can accommodate a design peak dry weather flow of up to 5.3 MGD. (Shasta Wastewater Management Plan, 1-1) Overall progress in water efficiency has seen ADFW experienced at the Shasta Lake WWTP decrease from 0.69 MGD in 2004 to 0.47 MGD in 2014, a severe drought year with mandatory statewide water conservation measures in place, which represents a decrease of approximately 32 percent. (Shasta Wastewater Master Plan, 5-4) The City's Wastewater Master Plan identifies necessary improvements based on the 10- and 20-year future growth projections, compiled into a Capital Improvement Program (CIP).

Figure 4-9 provides an overview of existing wastewater utility infrastructure.

4.8.4. SOLID WASTE AND RECYCLING

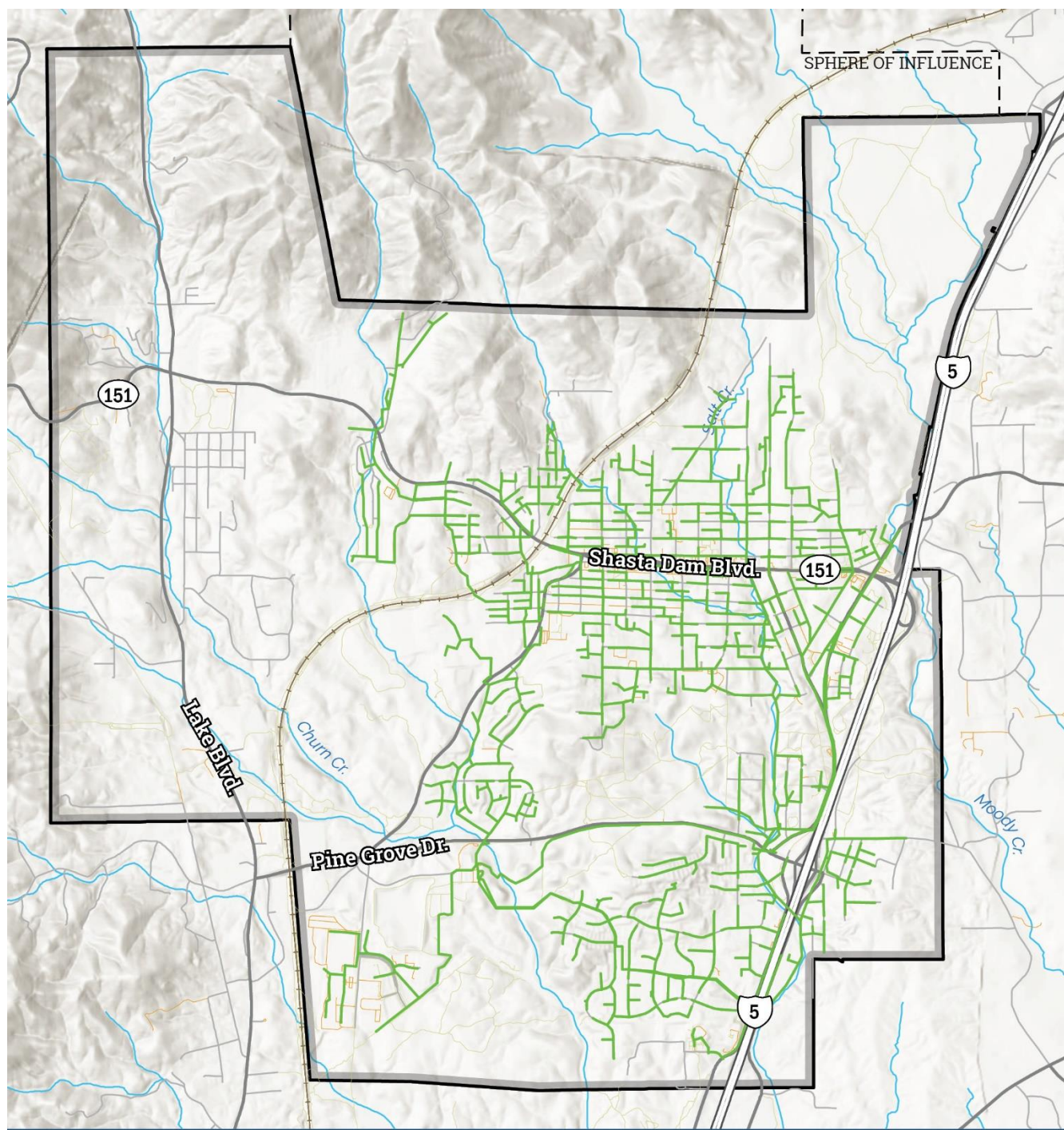
Waste and recycling pick-up are provided by a private provider, Waste Management, and the processing and disposal facility is the Anderson Cottonwood Disposal in Redding. (Waste Management n.d.) This facility provides solid waste disposal, recycling, and green waste collection. Recycling organic materials (pursuant to AB 341, AB 1826, the AB 32 Scoping Plan, and local requirements) through composting, mulching, and anaerobic digestion can produce renewable energy and fuel, reduce GHG emissions, and reduce waste put in to landfills by over 30 percent statewide (Cal Recycle 2016).

The Buckeye Transfer station is located within the City of Shasta Lake. It is owned by Shasta County and operated by Waste Management. Municipal residential waste is accepted at the transfer station.

4.8.5. TELECOMMUNICATIONS AND BROADBAND

There are multiple broadband providers in the Shasta Lake area with home service, including specialized server message block (smb), enterprise, mobile, and line-of-sight providers. While highspeed broadband is generally available in the City, there are several small areas that are eligible for [California Advanced Services Fund \(CASF\) infrastructure grants](#) to "telephone corporations" to bridge the "digital divide" in unserved and underserved areas in the state, as shown in Figure 4-10.

Broadband access is critical in today's world for connection to business, government, health, safety, and educational resources, and the City understands the need to provide adequate internet services now more than ever with increasing demand for work-from-home employment. Access to reliable internet service is also a major barrier to growth. To continue improving internet access within the community, the City will continue to promote the efficient expansion of broadband infrastructure.



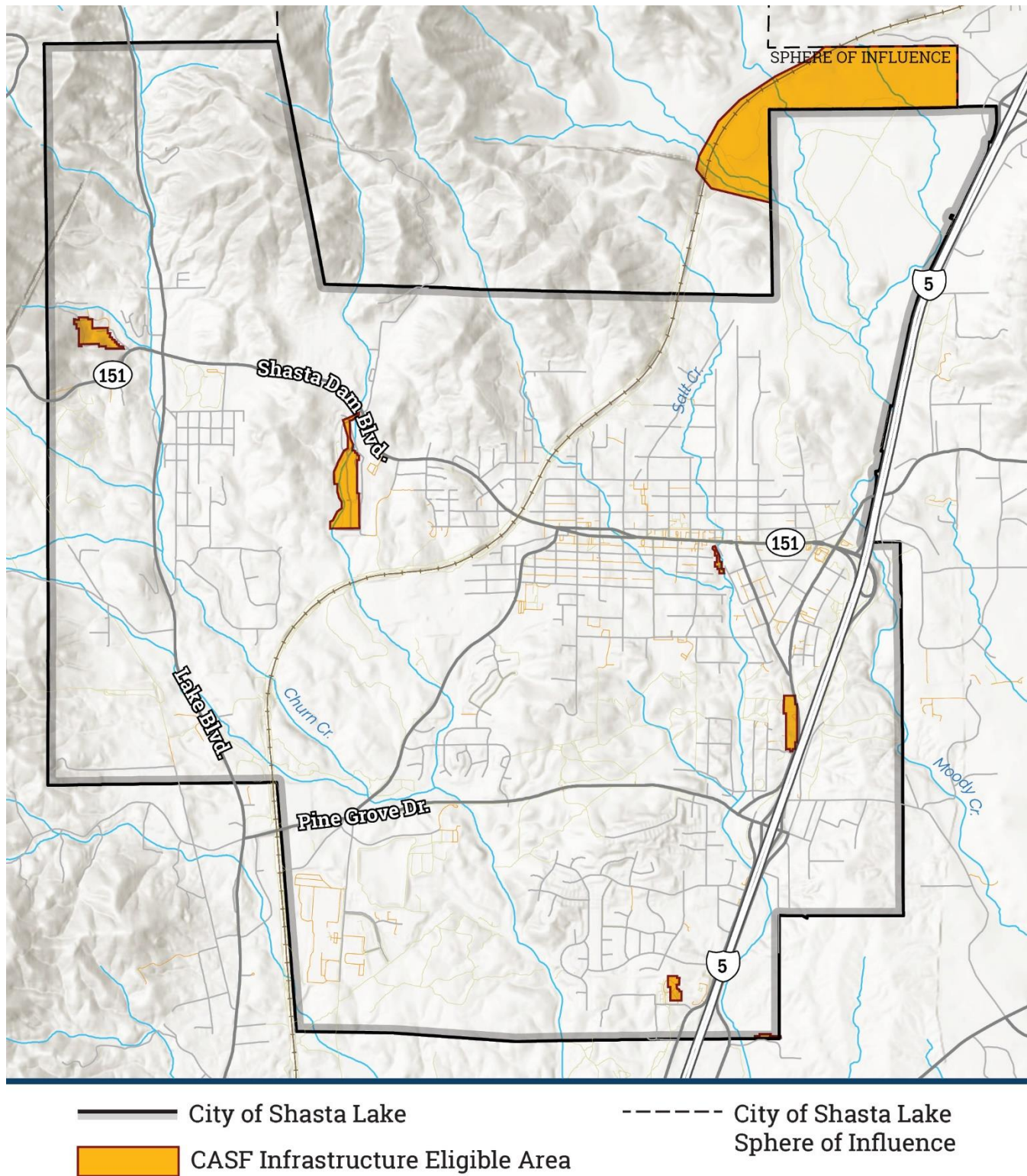
— City of Shasta Lake

----- City of Shasta Lake
Sphere of Influence

— Waste Water Line

Waste Water Utility Overview City of Shasta Lake

Figure 4-9. Waste Water Utility Overview



California Advanced Services Fund (CASF) - Broadband Eligibility Areas City of Shasta Lake

Figure 4-10. CASF Broadband Eligibility Areas, 2020

4.9. Circulation Goals, Policies, and Implementation Actions

GOAL CIR-1 **Develop a transportation system that meets the needs of all segments of the community, including residents, businesses, visitors, and the region, through a “complete streets” approach to transportation planning. (Source: New)**

POLICY-CIR-1.1	Coordinate policies for land development and circulation. (Source: Existing Goal C-3)
POLICY-CIR-1.2	<p>Evaluate the feasibility of including “complete streets” considerations in the design of all street improvement projects, including but not limited to:</p> <ul style="list-style-type: none"> - Water efficient, drought tolerant landscaping - Public transit improvements - Accessibility for disabled persons and Americans with Disabilities Act (ADA) compliance - Safety criteria, such as traffic calming measures and lighting - Sign and wayfinding design - Sidewalk installation - On- and off-street parking management - Bicycle routes, facilities, and signage (Source: New)
POLICY-CIR-1.3	Encourage practical parking solutions to serve community needs while avoiding excessive amounts of surface parking that disrupt the urban fabric of the city. Explore alternatives that reduce parking footprints, including decreasing or removing parking minimums, adding more public parking, and expansion or modification of on-street parking. (Source: New)
POLICY-CIR-1.4	Monitor, maintain, and improve, as necessary, the operation, safety, and performance of the street system, including roadway surfaces, capacity, and traffic calming. (Source: New)
POLICY-CIR-1.5	Strive to attain a Level of Service (LOS) “C” and VMT reduction, so that potential congestion is minimized, VMT targets are met, and active transportation needs are addressed. (Source: Existing Policy C-a, modified)
POLICY-CIR-1.6	Improve unpaved roads, driveways, pedestrian and bicycle paths, and parking areas as appropriate and with consideration of reducing impervious surfaces. (Source: Existing Policy C-b, modified)
POLICY-CIR-1.7	Encourage connectivity and accessibility to a mix of land uses that meet residents’ daily needs within walking distance, consistent with the Land Use Element. (Source: New)
POLICY-CIR-1.8	Promote greater linkages between land uses and transit, as well as non-vehicular modes of transportation to reduce vehicular trip related emissions. (Source: Existing Policy C-h, modified)
POLICY-CIR-1.9	Take into account the specific needs of the population when designing roadways, including bicycle and pedestrian access, transit and drop-off needs, and safety

around crosswalks, intersections, and roundabouts. *(Source: Existing Policy C-a, modified)*

POLICY-CIR-1.10

Improve air quality from transportation sources to protect human and environmental health and minimize impacts on sensitive populations by routing heavy truck traffic away from residential zones and promoting safety at rail crossings. *(Source: New)*

POLICY-CIR-1.11

Plan for convenient and accessible parking facilities for persons with disabilities, consistent with Americans with Disabilities Act (ADA) requirements. *(Source: Existing Policy C-b, modified)*

POLICY-CIR-1.12

Protect natural features, to the degree feasible, when maintaining and expanding the City's circulation system. *(Source: Existing Policy C-j)*

IMPLEMENTATION-CIR-1.1

Program improvements to the transportation system based on demonstrated needs according to the collection of data on physical conditions, traffic volumes, and safety reports, for both active and vehicular transportation. Incorporate into a Capital Improvement Plan (CIP). *(Source: Existing Implementation C-(1), modified)*

Responsibility: Public Works and Finance Departments and City Council

Time Frame: Ongoing

Funding Source: General fund (staff) and grants

IMPLEMENTATION-CIR-1.2

Develop and adopt street standards that provide flexibility in design, especially in residential neighborhoods. Revise right-of-way and pavement standards to reflect adjacent land uses and anticipated traffic, and permit reduced right-of-way dimensions where necessary to maintain neighborhood character. *(Source: Existing Implementation C-(7), modified)*

Responsibility: City Engineer and Development Services and Public Works Departments

Time Frame: Ongoing

Funding Source: General fund (staff)

IMPLEMENTATION-CIR-1.3

Consider available data provided by outside agencies when developing transportation system improvements. *(Source: New)*

Responsibility: Public Works and Development Services Departments

Time Frame: Ongoing

Funding Source: General fund (staff)

**GOAL CIR-2 Increase options and services for walking and bicycling while improving safety for all modes of transportation. (Source: Existing Objective C-2, modified)**

POLICY-CIR-2.1	Monitor, maintain, and improve, as necessary, the operation, safety, and performance of the street system, including roadway surfaces, capacity, and traffic calming. Strive to attain a Level of Service (LOS) "C" and VMT reduction to the maximum degree feasible to minimize potential congestion and increase safety on streets and at intersections. (Source: Existing Policy C-a, modified)
POLICY-CIR-2.2	Provide access to public facilities, schools, parks, and shopping areas. (Source: Existing Policy C-c, modified)
POLICY-CIR-2.3	Design intersections and public rights-of-way to include accessible, safe access for all users. (Source: New)
POLICY-CIR-2.4	Design sidewalks and pedestrian paths to provide sufficient space from vehicular traffic and adequate sight lines between adjoining development to ensure safety and security, as practicable. (Source: New)
POLICY-CIR-2.5	Continuously evaluate the operation of the City's transportation system to manage the speed of travel, manage queues at intersections, and develop improvements to increase safety of all transportation services. (Source: New)
POLICY-CIR-2.6	Coordinate with the Shasta County Sheriff to enforce traffic regulations with particular attention given to sensitive uses such as schools, senior centers, hospitals, community service facilities, and parks. (Source: New)
POLICY-CIR-2.7	Limit the intrusion of commercial truck traffic on City streets, especially in residential neighborhoods, by directing truck traffic to the City's designated truck routes. (Source: New)
IMPLEMENTATION-CIR-2.1	<p>Continue a data collection program for the transportation system, to include a physical inventory, condition of surfacing, maintenance needs, traffic volumes, and accident reports. Update the program at least every five years. (Source: Existing Implementation C-(1), modified)</p> <p>Responsibility: Public Works Department Time Frame: Ongoing Funding Source: General fund (staff)</p>
IMPLEMENTATION-CIR-2.2	<p>Respond quickly to correct traffic signal breakdowns and sign damages and losses. (Source: Existing Implementation C-(4))</p> <p>Responsibility: Public Works Department Time Frame: Ongoing Funding Source: General fund (staff)</p>



IMPLEMENTATION-CIR-2.3 Review high frequency accident locations and develop specific mitigation measures or improvements. *(Source: Existing Implementation C-(5))*

Responsibility: Public Works Department

Time Frame: Ongoing

Funding Source: General fund (staff)

IMPLEMENTATION-CIR-2.4 Provide an ongoing review of emergency operations plans and provisions to ensure that the City's program for emergency transportation services is coordinated with other local and regional jurisdictions and incorporates updated procedures and programs as appropriate. *(Source: New)*

Responsibility: Public Works Department

Time Frame: Ongoing

Funding Source: General fund (staff)



GOAL CIR-3 Promote alternative travel modes, including transit, pedestrian, and bicycle circulation systems to improve access and public health. (Source: Existing Objective C-2, modified)

POLICY-CIR-3.1	Coordinate transportation planning and implementation with regional and local plans. (Source: Existing Policy C-i)
POLICY-CIR-3.2	Plan for transportation modes and strategies that ensure good air quality, reduce greenhouse gas emissions, and reduce the need to devote additional lands to transportation uses. (Source: New)
POLICY-CIR-3.3	Encourage the development and expansion of local and regional public transit systems. Request improvements in transit service. (Source: Existing Policy C-e, modified)
POLICY-CIR-3.4	Require sidewalks or an appropriate alternative in all new public and private developments. (Source: Existing Implementation C-19).
POLICY-CIR-3.5	Continue to develop a system of bicycle and pedestrian transportation, both on- and off-street. (Source: Existing Policy C-f)
POLICY-CIR-3.6	Encourage local transportation agencies to make public transit more comfortable and convenient, especially for underserved populations. (Source: New)
POLICY-CIR-3.7	Review proposed designs for large traffic-generating uses with transit service in mind, and, where feasible, require streets to be improved to provide bus loading and unloading without disruption of through-traffic. (Source: New)
POLICY-CIR-3.8	Where feasible and appropriate, and where non-motorized travel is reasonably expected, the width of existing streets should be reduced through bulbouts, medians, pedestrian islands and similar methods, and planting shade trees in landscaped areas within and adjacent to streets while not jeopardizing emergency response and future capacity requirements. (Source: New)
POLICY-CIR-3.9	Expand and maintain a safe and comprehensive bicycle system that connects the City's neighborhoods to public facilities, services, and recreational opportunities within the City. (Source: New)
POLICY-CIR-3.10	Encourage bicycle parking and related facilities in new employment-generating development and multi-family housing to facilitate multi-modal commute choices. (Source: New)
POLICY-CIR-3.11	Promote street trees in urbanized areas, especially along major thoroughfares such as Shasta Dam Boulevard and around active transportation infrastructure. (Source: New)

-
- IMPLEMENTATION-CIR-3.1** Where feasible and appropriate, enhance pedestrian and bicycle circulation and planning, including enhancing the urban canopy with street trees, in coordination with the GoShasta Plan. (Source: New)
- Responsibility:** Public Works and Development Services Departments*
***Time Frame:** 5-10 years*
***Funding Source:** General fund (staff) and SRTA coordination*
- IMPLEMENTATION-CIR-3.2** Increase walking and bicycling to local destinations and regional transportation services by developing wayfinding signage for pedestrians and bicyclists. (Source: New)
- Responsibility:** Public Works and Development Services Departments*
***Time Frame:** 1-5 years*
***Funding Source:** Grants and SRTA coordination*
- IMPLEMENTATION-CIR-3.3** Develop measures to reduce conflict areas for bicyclists through methods such as brightly-colored paint or a one-foot buffer strip along bicycle routes, focusing on problem areas like right turn lanes and driveways. (Source: New)
- Responsibility:** Public Works Department*
***Time Frame:** Ongoing*
***Funding Source:** General fund (staff) and grants*
- IMPLEMENTATION-CIR-3.4** Consider applicable strategies prepared by outside agencies when developing transportation plans within the City. (Source: New)
- Responsibility:** Development Services Department*
***Time Frame:** Ongoing*
***Funding Source:** General fund (staff)*
- IMPLEMENTATION-CIR-3.5** Construct, improve, and maintain the system of curb, gutters, sidewalks, and crosswalks for pedestrian and bicycle circulation safety and drainage control, prioritizing high traffic areas. (Source: New)
- Responsibility:** Public Works Department*
***Time Frame:** Ongoing*
***Funding Source:** General fund (staff) and grants*
- IMPLEMENTATION-CIR-3.6** Implement bicycle safety programs and cooperate with other agencies in the enforcement of bicycle safety. (Source: New)
- Responsibility:** Public Works and Development Services Departments and SRTA*
***Time Frame:** 1-3 years*
***Funding Source:** General fund (staff), grants, SRTA coordination, and local NGOs*
-



GOAL CIR-4 Maintain economic health and viability while making improvements to public facilities, utilities infrastructure, and transportation infrastructure, consistent with the General Plan. (Source: New)

-
- POLICY-CIR-4.1** Continue to ensure that new development pays its fair share of the costs of transportation and public facilities improvements. Transportation improvements should be based on traffic generated and impacts on service levels and vehicle miles traveled. Ensure adequate public services and facilities are available at the time of project occupancy and that a funding mechanism is in place to ensure long-term maintenance of required public facilities. (Source: Existing Implementation C-(8) and PF-(8), modified)
- POLICY-CIR-4.2** Development shall mitigate any adverse impacts of a proposed development project on the existing street system. (Source: Existing Implementation C-(14), modified)
- POLICY-CIR-4.3** Emphasize transportation projects and programs that will contribute to a reduction in vehicles miles traveled per capita while maintaining economic vitality and sustainability. (Source: Existing Policy C-h, modified)
- POLICY-CIR-4.4** Coordinate transportation planning and implementation with state, regional, and local plans. (Source: Existing Implementation C-(i), modified)
- POLICY-CIR-4.5** Promote efficient expansion of broadband infrastructure to provide high-speed broadband internet service. (Source: New)
-
- IMPLEMENTATION-CIR-4.1** Consider a comprehensive funding program for proposed bicycle and pedestrian system improvements. (Source: Existing Implementation C-(21), modified)
- Responsibility:** Public Works, Development Services, and Finance Departments
Time Frame: 1-10 years
Funding Source: General fund (staff) and capital improvement funding mechanisms
- IMPLEMENTATION-CIR-4.2** Update the Traffic Impact Fee Study. The fees should be reviewed or updated at least every three years. (Source: Existing Implementation C-(8), modified)
- Responsibility:** Public Works Department, in coordination with SRTA
Time Frame: Ongoing
Funding Source: General fund (staff) and grants
- IMPLEMENTATION-CIR-4.3** Generate a database of upcoming public infrastructure projects (i.e., water, sewer, roads, paving, etc.) in public rights-of-way, including location, routes, and estimated timelines, and coordinate infrastructure improvement whenever possible. (Source: New)
- Responsibility:** Public Works Department
Time Frame: 1-3 years
Funding Source: General fund (staff)

IMPLEMENTATION-CIR-4.4 The City will require development projects to construct all needed on- and off-site street improvements at the time of property development. When completion of improvements is determined infeasible, improvements may be deferred upon establishment of a Deferred Improvement Plan or other mechanism which identifies the improvements and costs, funding sources, and the responsible party. The City will also assess impact fees on new development that are sufficient to cover the fair share costs of mitigating growth impacts on the city-wide transportation system. Exceptions may be granted when new development generates significant public benefits (e.g., low-income housing and primary-wage-earner employment), and alternative sources of funding for the improvements can be obtained to offset any foregone revenues. (*Source: Existing Implementation C-11, modified*)

Responsibility: *Development Services and Public Works Departments*

Time Frame: *Ongoing*

Funding Source: *General fund (staff)*



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CONSERVATION

guides the development and utilization of natural resources, including water and its hydraulic force, forests, soils, rivers and other waters, wildlife, and other natural resources



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SECTION 5. CONSERVATION ELEMENT



The City of Shasta Lake is home to natural resources, as well as residents and various types of development, including unique waterways, ecosystems, and landforms. The Conservation Element of this General Plan establishes goals for the retention, enhancement, and development of these natural resources in conjunction with the Land Use and Open Space Elements. Together, these elements guide conservation efforts by balancing the City's development policies with environmental preservation. In particular, this element "consider[s] the effect of development within the [City], as

described in the land use element, on natural resources located on public lands . . ." Cal. Gov't Code §65302(d)(1). As such, this element addresses the conservation, development, and utilization of the City's natural resources, including:

- Water
- Forests
- Soils
- Minerals
- Wildlife
- Energy Conservation

Cal. Gov't Code § 65302(d) also requires conservation elements to consider harbors, fisheries, and mining resources. The City does not have any harbors, or saltwater fisheries within its limits. Therefore, this element does not discuss those considerations. Freshwater fisheries are discussed under Water Resources. Soil and mineral resources are discussed in this Element and in more detail in the Open Space element.

The Conservation Element contains policies to guide the conservation of the resources that are fundamental components of Shasta Lake's environment, to help define the City's identity, and that are relied upon for continued economic prosperity. Over the long term, conservation is the most cost-effective strategy to ensure a reliable supply of resources needed now and in the future.

5.1 Why is Conservation Important?

Conservation of natural resources is important to the City and is one of the state's three planning priorities. (Cal Gov't Code § 65041.1(b)) Conservation is the planned management, preservation, and wise utilization of natural resources and landscapes. Shasta Lake's resources include, but are not limited to, water, land, air, biodiversity, minerals, natural materials, recyclables, topography, views, and energy.

Sustainable conservation practices help ensure that future generations will be able to use and enjoy these resources to achieve and maintain a healthy and diverse environment and economy. Sustainability is a global issue that extends beyond the realm of city planning. However, local land use planning and resource management affect the economic vitality, natural environment, and societal support that contribute to a sustainable Shasta Lake.



Natural resource conservation has many benefits. The preservation of water resources may provide flood protection, increased water quality, or increased resiliency in times of drought. Trees or forested areas in urban landscapes are an effective, low technology way to help meet "green" building goals and reduce heat islands, while also achieving other environmental and economic benefits. Responsible development and protection of areas rich in mineral resources can create a better balance between resource extraction and other land uses within a community. Proactive protection of wildlife and fisheries means less onerous protection obligations later if wildlife or fisheries are suffering.

Understanding the natural resources within Shasta Lake and the methods for conserving them helps ensure community needs are balanced with environmental conservation and climate change considerations.

5.2 Water Resources

Water resources include the interconnected network of lakes and reservoirs, streams and creeks, and groundwater recharge areas, as shown in Figure 5-1. As part of the Sacramento River watershed, tributaries and water resources in and around the City of Shasta Lake play a critical link to the water supply of the region and the state (DWR 2013). Likewise, the protection of water resources in the City is important from both a public health and biological resource perspective. Pertinent water issues that impact the City and its surrounding watershed are:

- Watershed ecosystem
- Flood risk management
- Water quality
- Drought and water availability

The Sacramento River watershed, which includes the City of Shasta Lake, is a critical watershed for drinking water, agricultural water supplies, and wildlife and fisheries statewide. Water protection strategies will be coordinated with the ongoing efforts of the numerous regional, state, and federal agencies with responsibilities to protect and manage the resources in this region, including the Sacramento River Hydrologic Region, Northern Regional Office of the Department of Water Resources (DWR), California Environmental Protection Agency's Central Valley Region Water Quality Control Board, and the California Department of Fish and Wildlife's CALFED Bay Delta Program.

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

California's Water Resources Are Complex and Interconnected

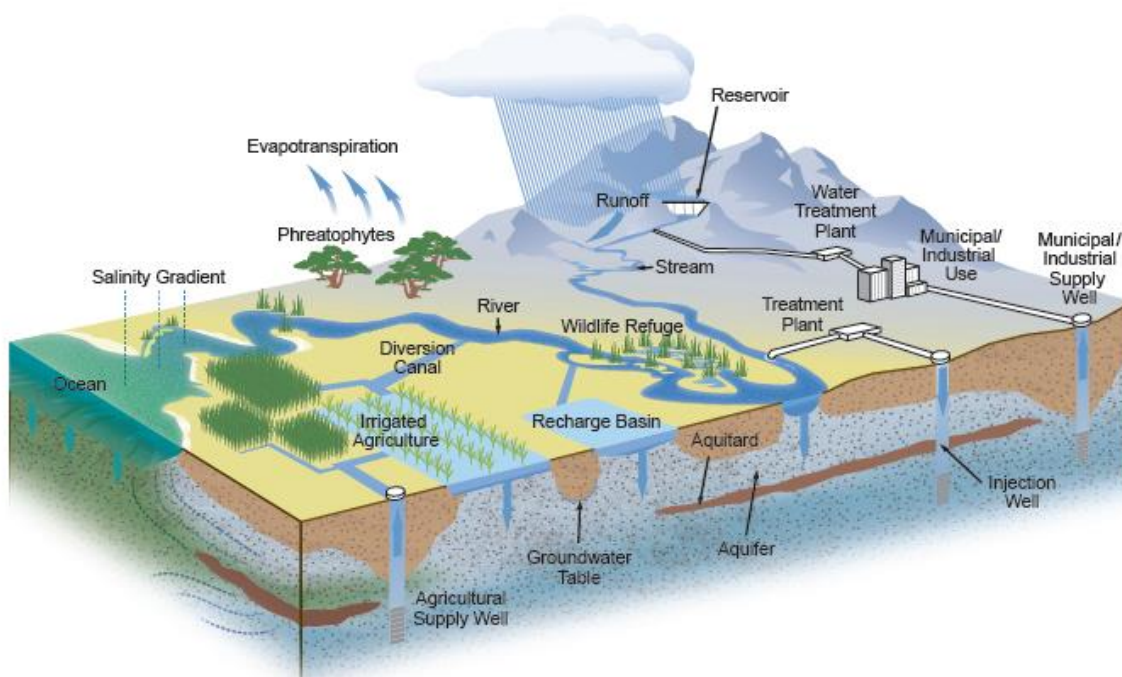


Figure 5-1: Water Resource Life Cycle. Source: California Water Plan Update, 2013.

The City's historically reliable water supply is credited with its ability to utilize and store water supplied from Shasta Lake. However, these imported water supplies are limited and, to meet the needs of population increases, economic growth, and competing regional demands, Shasta Lake must ensure water resources are of an adequate supply for present and future generations.

This element contains policies to restore and protect floodplains and riparian habitats for the future benefit of the region's water supply.

5.2.1 LOCAL WATERSHED ECOSYSTEM

The City of Shasta Lake is fully within the **Stillwater-Churn Creek Watershed** (Churn Creek-Sacramento River and Stillwater Creek HUC6 watersheds). This watershed originates in the foothills north of Redding, flowing through urban and residential areas in Shasta Lake and Redding and surrounding farm and ranch lands before joining with the Sacramento River. (Stillwater-Churn Creek Wildfire Protection Plan 2010) Figure 5-2 illustrates the boundaries of the Stillwater-Churn Creek Watershed. Figure 5-3 illustrates the local watersheds in the City of Shasta Lake.

Stillwater and Churn Creeks flow south into the Sacramento River. As the largest riverine ecosystem in the State of California, the Sacramento River watershed provides essential wildlife habitats, supports water supplies, and promotes flood control. (Ecosystem Restoration Program 2014) The watershed is primarily affected by urbanization, wildfire risk, stream channel erosion, and loss of habitat and habitat connectivity for wildlife and aquatic species. (Id.)



Conservation of the City's riparian ecosystems is linked to ensuring an adequate high-quality water supply for future generations. Wetlands and floodplains recharge groundwater, trap sediment, and filter pollution. (California Fish and Wildlife 2014)

Recent development in the Stillwater-Churn Creek Watershed has resulted in channel erosion, wildfire risk, and loss of wildlife habitats. (Stillwater-Churn Creek Wildfire Protection Plan 2010, Eastside Subregion) Available water quality data indicates that water quality is generally good, yet studies cite the presence of suspended solids from nearby construction projects and channel erosion carried by both streams into the Sacramento River during runoff events. (Stillwater-Churn Creek Wildfire Protection Plan 2010)

The watershed hosts warmwater fish species, such as sunfish and catfish, along with native species like California roach, hardhead, and pikeminnow. There is also increasing evidence that the lower reaches of intermittent tributaries like Stillwater and Churn Creeks provide important rearing habitat for juvenile Chinook salmon. There are numerous special-status species, including vernal pool shrimp, Shasta salamander, and foothill yellow-legged frog. (*Id.*)

Efforts to preserve this waterway and its ecosystem are underway by the California Department of Fish and Wildlife's Ecosystem Restoration Program (ERP) and Western Shasta Resource Conservation District (RCD), and include plans to restore natural hydrology, conduct monitoring programs, and many other conservation strategies. (Ecosystem Restoration Program 2014) (Stillwater-Churn Creek Wildfire Protection Plan 2010)

Shasta Lake is one of the predominant water features in the planning area, in addition to the Sacramento River. Other smaller water features include Rich Gulch Creek, Little Churn Creek, Salt Creek, Moody Creek, and Rancheria Creek. (Park System Master Plan 2005) See Figure 5-3 for these local watersheds.

The City supports the policies of the Western Shasta Resource Conservation District¹ to manage conservation efforts in watersheds, including:

- Eradicating noxious and invasive plant species.
- Improving natural stream and floodplain functions.
- Reducing effects from development on riparian areas, vernal pools, and oak woodlands.
- Controlling trespass of off-highway vehicle (OHV) use and dumping of garbage and litter.
- Promoting watershed management education and encouraging nearby municipalities to incorporate the Ahwahnee Water Principles into their general plans. (Stillwater-Churn Creek Wildfire Protection Plan 2010)

¹ The mission of the Western Shasta Resource Conservation District is to collaborate with willing landowners, government agencies, and other organizations to facilitate the conservation or restoration of western Shasta County's natural resources.

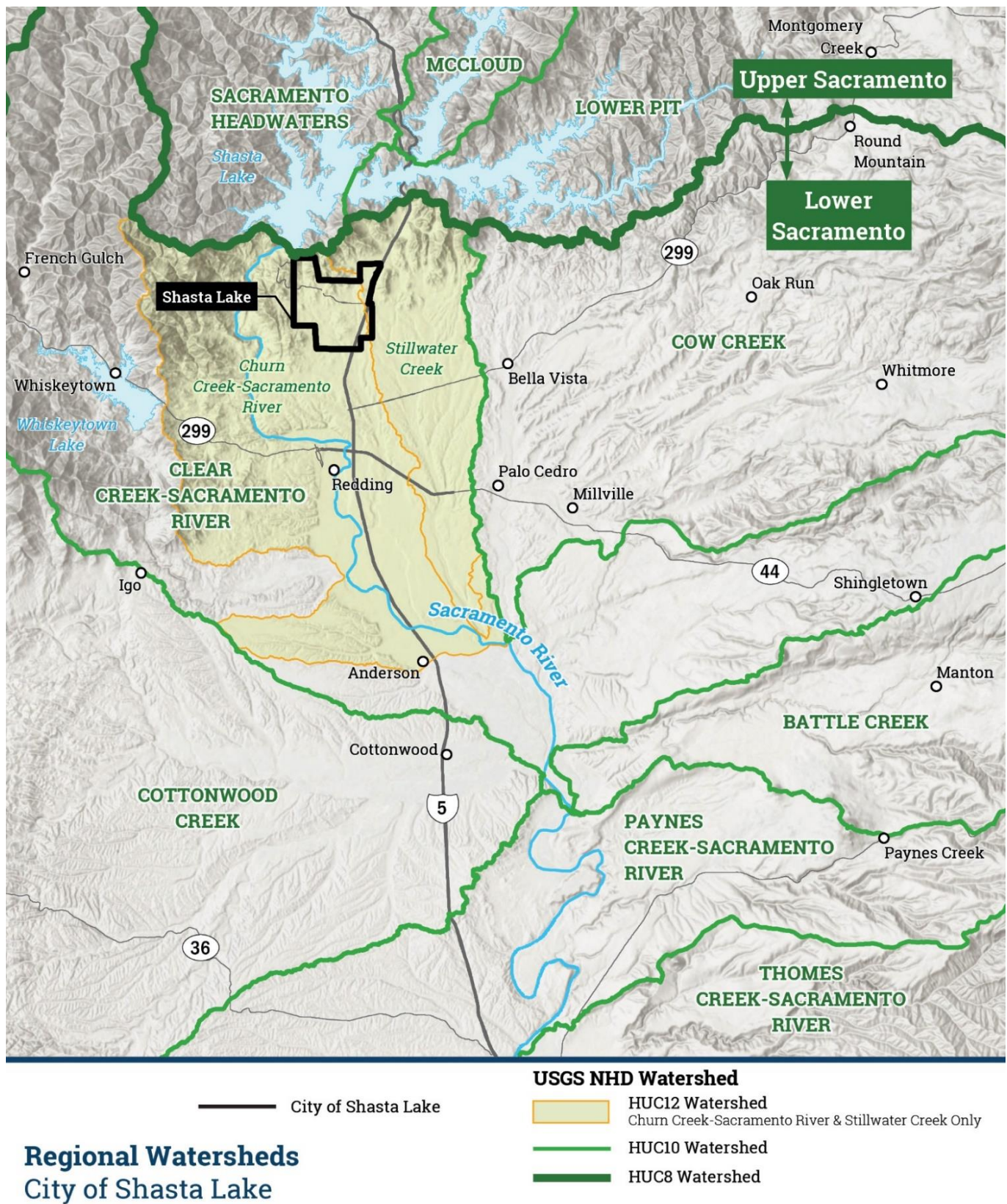
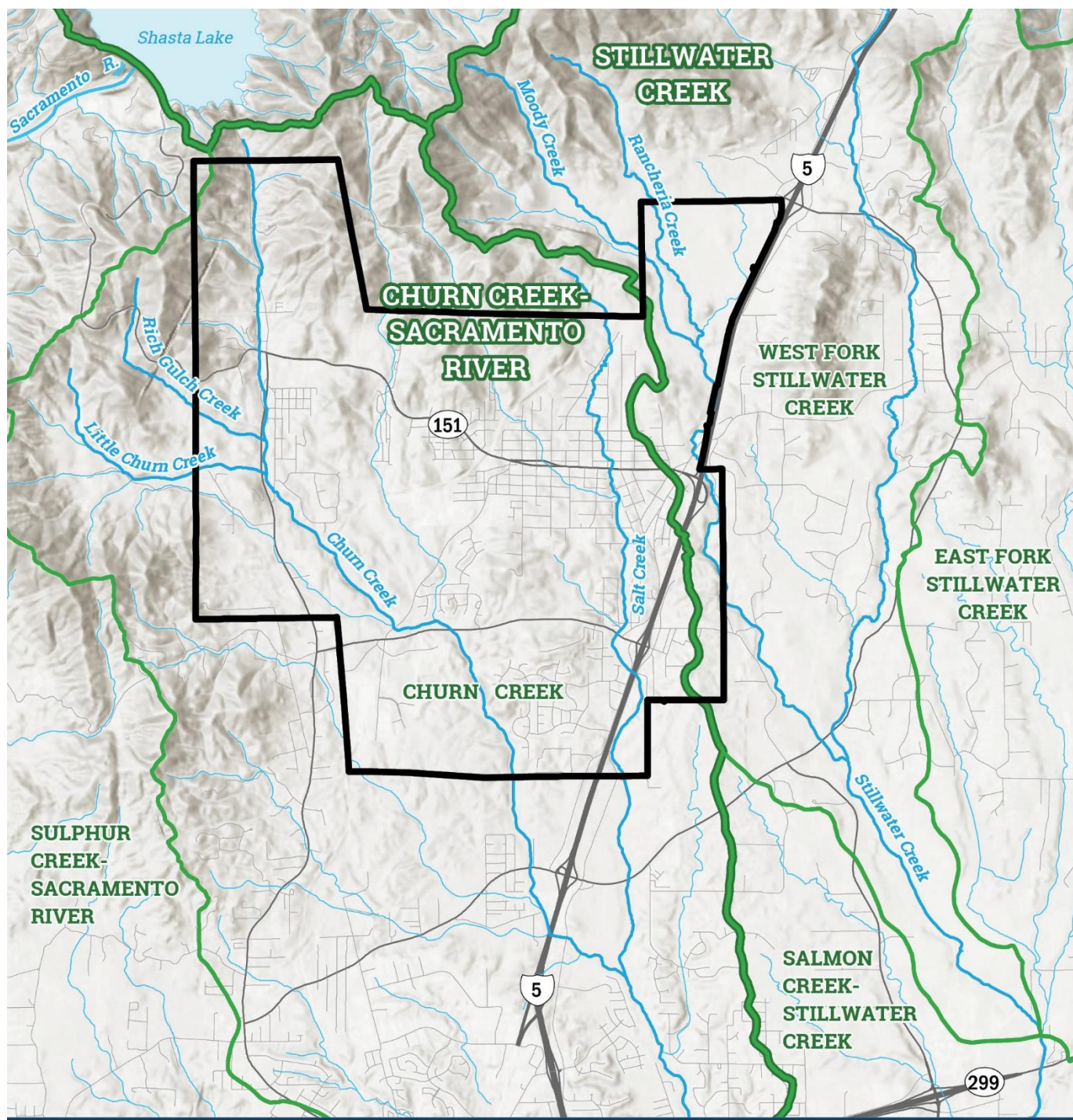


Figure 5-2: Regional USGS National Hydrography Dataset (NHD) Watersheds



City of Shasta Lake

USGS NHD Watershed

HUC12 Watershed

HUC10 Watershed

Local Watersheds City of Shasta Lake

Figure 5-3: Local Watersheds of Shasta Lake

5.2.2 FLOOD RISK MANAGEMENT

Conservation of wetlands and riparian areas is an effective and sustainable approach to mitigating flood risk. Adverse impacts from development near these areas can result from vegetation removal, erosion, water diversions, and altered hydrology, which can increase flood risk. By protecting these areas, the City can minimize erosion, lessen peak flow velocities, and protect against storms surges (California Fish and Wildlife 2014).

Flood hazard mitigation that preserves key wetland and riparian areas can protect community health and safety and add to the natural beauty of the City. Along with this Conservation Element, the City's Hazard Mitigation Plan and the Land Use and Safety Elements of this General Plan outline more detailed measures to protect resource areas to prevent flooding.

5.2.3 WATER QUALITY

The City of Shasta Lake's drinking water quality from Shasta Lake is very good and the 2021 Redding Area Watershed Sanitary Survey found the City's water system to be in compliance for all treatment processes and contaminant levels. (PACE Engineering, Inc. 2021) Water quality does not have a significant effect on water management strategies or reliability due to the high quality of the surface water supply. (Shasta Lake UWMP 2021) However, the water supply from Shasta Lake is still vulnerable to contaminants from recreational activities, particularly petroleum derivatives from boat and personal watercraft engines. Water quality can impact wildlife and fishery resources in a community. Statewide, pollutants resulting from urban stormwater runoff is a leading threat to water quality. Paved surfaces create effective conduits for pollutants, such as oil and other toxins, to enter waterways. (California Fish and Wildlife 2014) Both new and existing development must meet National Pollutant Discharge Elimination System (NPDES) permit program standards, which protect water quality by regulating discharge of pollutants into the water system.

Improving water quality in the local watersheds in and around Shasta Lake requires an interdisciplinary approach that provides an opportunity to understand the relationship between land use, biology, engineering, geology, and other disciplines on a landscape level using water as the interconnecting element. Improving water quality begins with identifying major water resource management issues for each area of the City and refining land use policies at the general plan level.

Watersheds are areas in which water, sediment, and dissolved materials flow to a common outlet. What happens in one part of the watershed can affect the quality and quantity of the overall water supply. Open space areas and permeable surfaces are important to ensuring water quality. When stormwater, or other urban water runoff, passes over these areas and surfaces, some of it is absorbed into the ground and cleansed by natural filtration processes. Maintaining water quality is important to public health, wildlife, and economic prosperity, and is a requirement of the federal Clean Water Act. As runoff increases in developed areas, water quality preservation and runoff management require protection of key open space areas and permeable surfaces within watersheds.

5.2.3.1 Urban Runoff Management

When water runoff from rainfall or human activities flows across impervious urban areas, it picks up a host of pollutants in its path, such as trash, debris, organic waste, pesticides, bacteria, viruses, oil, grease, sediments, nutrients, metals, and toxic chemicals. Other potential hazards to surface water quality include high turbidity from sediment resulting from erosion of improperly graded construction projects, high concentrations of nitrates and dissolved solids from agriculture or surfacing septic tank failures, contaminated street and lawn runoff from urban areas, and warm water drainage discharges into cold water streams.

This runoff is a major source of water pollution as it enters storm drain systems, untreated, and is directed to the City's creeks, wetlands, and open spaces. The diverse origins and types of runoff pollution make it difficult to treat, so pollution prevention is the key to a successful urban runoff program.

5.2.3.2 Nitrates and Septic Systems

Pollutants of concern for drinking water include materials that are not typically addressed under stormwater regulations; nutrients and related algae, organic carbon, and dissolved solids are of particular concern in areas that are not serviced by the City's wastewater system.

The quality of water in underground basins and water-bearing soils is considered generally good throughout most of Shasta County and the City of Shasta Lake. The quality of both groundwater and surface water in the Redding Basin is generally excellent and suitable for all anticipated beneficial uses. (Shasta Lake UWMP 2021)

Although there are no major groundwater aquifers in the immediate vicinity of the City of Shasta Lake, potential hazards to regional groundwater quality, and to local well water, are still a concern. These hazards involve the concentration of nitrates and dissolved solids from septic tank failures, which could result in long-term impacts to groundwater and surface water. Raw sewage can run off of properties to nearby drainage ditches and streams, which are tributaries to the Sacramento River.

In the Summit City area, the City has seen failed septic systems with raw sewage pooling on the ground, which is a major health hazard. See Figure 5-4 for an illustration of septic systems and possible contamination points. This occurs mainly in higher density areas, one of which is generally south of Margaret Polf Park, where some parcels have more than one dwelling and some have duplexes which share a septic system. Construction of homes in this area date back to the construction of Shasta Dam in the 1930s and 1940s when there were no regulations for septic systems.

The ability of soils to support septic systems, or on-site wastewater treatment systems (OWTS), can be severely limited in the area of Shasta Lake, particularly on older valley terrace soils and certain loosely confined volcanic soils. Septic system failures have occurred in the City of Shasta Lake, but the magnitude of this problem is largely unknown. While the County has adopted more stringent standards regarding septic system use several times during the last decade, additional study and understanding of the cumulative impacts of large-scale use of septic systems in high rainfall and poor soil areas needs to occur. Once the long-term septic capability of an area is understood, it can provide an important basis for setting land use densities that assure protection of water quality.

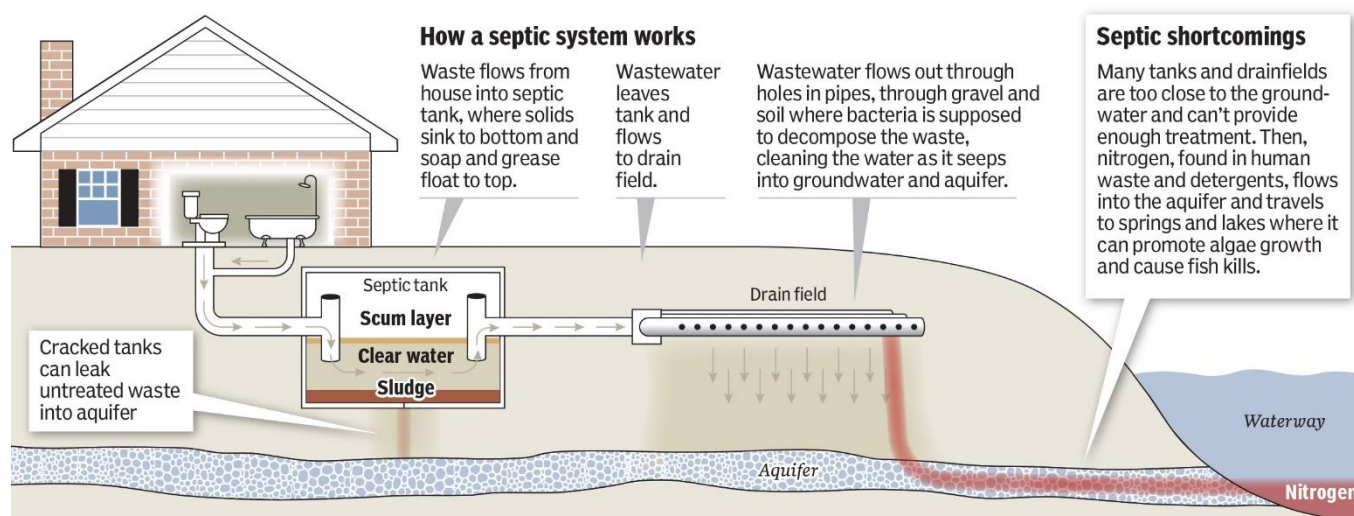


Figure 5-4: Septic System and Nitrogen Release

Sources: News-Journal research and U.S. Environmental Protection Agency and the Florida Department of Health and Gatehouse Media

5.2.4 DROUGHT AND WATER AVAILABILITY

California's water resources have been stressed by periodic drought cycles and, in some places, overuse, creating the need for unprecedented restrictions in water diversions. Climate change is also expected to increase drought and extreme weather. While the duration of drought is always in question, it is certain that California and the City of Shasta Lake will continue to be impacted by drought. (California Drought Contingency Plan 2010)

The City's primary water source is Shasta Lake, fulfilled through long-term water contracts with the U.S. Bureau of Reclamation. The City also has two interties with neighboring jurisdictions to address possible emergency water shortages. The City's water supplies could be impacted by drought in the future. The Circulation Element, which included public services, discusses the City's water utility in more detail.

Resource management strategies can help mitigate drought conditions, and the City's Hazard Mitigation Plan and Safety Element outline strategies that can help mitigate drought impacts. The City of Shasta Lake works to reduce water consumption to meet state regulations and ensure resiliency of future water supplies. The City's municipal code allows the City Council to enact water use restrictions in times of drought, with stages of restrictions based on drought severity. Water conservation also serves to reduce runoff into the City's streams and creeks, further protecting the City's natural resources.

5.3 Urban Forests

The forested and natural landscaped areas in the City enhance the visual character of the community, such as Margaret Polf Park and areas along Churn Creek, and serve as critical ecosystems and wildlife corridor linkages. Forested areas around Shasta Lake contain several different vegetative communities, including Montane Hardwood/Hardwood Conifers, Blue Oak-Foothill Pine, Blue and Valley Oak. (Stillwater-Churn Creek Wildfire Protection Plan 2010)

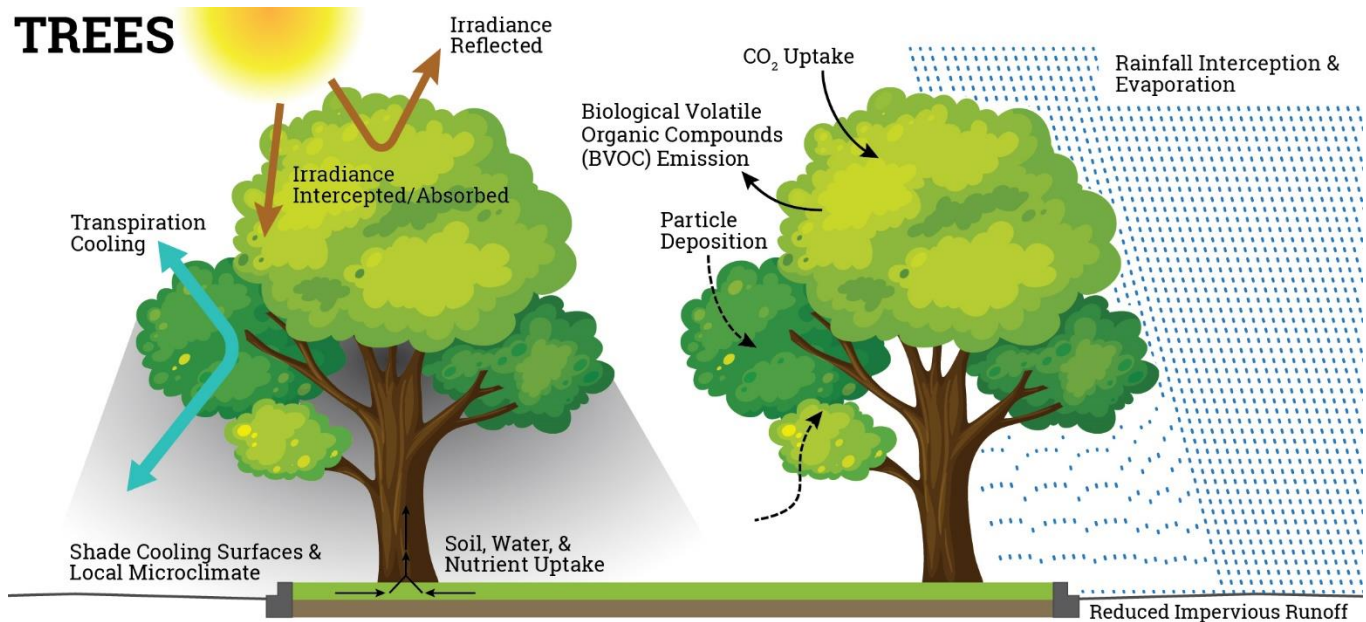
As the community has grown, the transition from forested areas to human development has expanded the Wildland Urban Interface (WUI). The WUI – where structures and other human development meet or intermingle with undeveloped wildland or vegetation fuels – can be a factor contributing to the increasing frequency, size, and damage caused by wildfire. While undeveloped open spaces are beneficial and necessary, it is important to balance conservation policies with vegetation management policies in the community. Recent wildfires have highlighted the need for prudent fuel management to reduce the probability of wildfire ignition, as well as mitigate the potential size or severity of wildfires. General plan conservation policies should guide new development and forest maintenance activities to promote conservation interests without also unduly enhancing wildfire risk. Well-conceived policies can also help reduce other environmental costs that may occur from wildfires, such as erosion and runoff into nearby waterways and the potential for sudden significant emissions of greenhouse gases.

Trees in urban landscapes are an effective, low technology way to help meet “green” building goals and reduce heat islands, while also achieving other environmental and economic benefits. The City’s urban forest, comprised of publicly- and privately-owned trees, helps reduce energy consumption, improve air quality, reduce stormwater runoff, decrease soil erosion, improve the pedestrian environment, reduce glare, and improve community image and aesthetics. These benefits increase when the size and extent of the tree canopy is increased. Studies have shown that urban trees offer returns far greater than their cost of planting and upkeep. For these reasons, the City has landscape standards and a policy for tree conservation. (See City of Shasta Lake Municipal Code, Ch 12.36)

The transition from forested areas to commercial and residential developments is a significant factor in creating what is known as an “Urban Heat Island Effect.” Heat islands form as cities replace natural land cover with dark-colored impermeable pavement for roads and parking lots, construct buildings that block natural cooling from wind, and otherwise collect and retain heat so much that a city can be up to 10 degrees warmer than nearby open spaces. Figure 5-5 illustrates the cooling properties of trees and the advantages of forested areas to mitigate heat island effects. The hotter it is, the more ground level ozone is created and the more energy is used for cooling. Ground level ozone results in public health impacts that seriously affect sensitive members of the population, including people with respiratory problems, seniors, and children. Implementation of sustainable development practices, including heat island mitigation measures, may reduce temperature increases and the associated urban heat island effects in Shasta Lake.

Conservation goals, policies, and implementation actions in this element aim to promote design and development that preserves the context of the native landscape and trees to protect these critical resources and enhance the City’s natural beauty.

TREES



STREET



CITY

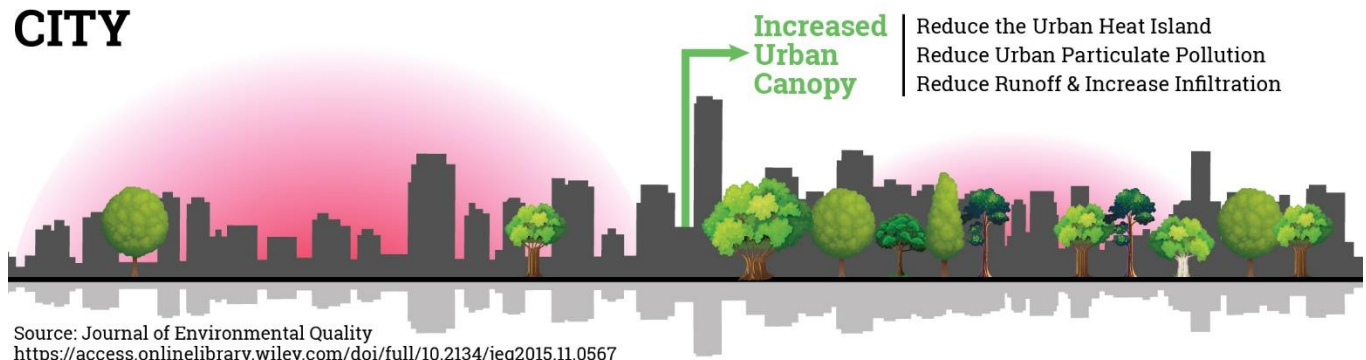


Figure 5-6. Trees, Urban Forests, and the Heat Island Affect

5.4 Conservation of Soil and Mineral Resources

The Conservation Element is required to address the conservation, development, and utilization of natural resources, including soils, and mineral resources. Both resources are important to maintain and protect for the continued use and sustainability of both surface soils and subsurface mineral deposits.

5.4.1 SOIL CONSERVATION

The quality and character of slopes and soils in the City of Shasta Lake is a key factor in supporting plant life and determines necessary foundation types for buildings, utilities, roads, and other infrastructure. Grading, construction, and other development activities impact the City's soils and can cause erosion, which could potentially impact local watersheds.

The reduction of slope, soil, and erosion impacts are a consideration in the City's development processes and construction practices. The City follows procedures to minimize soil erosion through its grading, erosion, and hillside development standards and supports continued soil conservation through the goals and policies of this General Plan.

5.4.2 MINERAL RESOURCES

Mineral deposits within the broader Planning Area consist of copper, gold, tungsten, sand and gravel, as well as crushed aggregates. In 1997, the California Department of Conservation, Division of Mines and Geology (DMG) published a DMG Open File Report 97-03 entitled, "Mineral Land Classification of Alluvial Sand and Gravel, Crushed Stone, Volcanic Cinders, Limestone, and Diatomite Within Shasta County, California."

The primary purpose and use of Report 97-03 is to identify the known or inferred mineral potential of lands within Shasta County to ensure that the mineral potential of land is recognized by local government decision makers and considered before land use decisions are made that could preclude future mining. Information in this report highlights the importance of protecting known or inferred deposits from encroachment by potentially incompatible land uses. Land classifications utilized in the referenced DMG report are presented in the form of Mineral Resource Zones (MRZs). Each zone type relates to the potential for mineral resource occurrence and the economic characteristics of the deposits. Report 97-03 identified the potential for Mineral Resource Zone (MRZ- 3^{sg}) sand and gravel resources on the east side of the City. Most of this area has been encumbered with historically developed commercial and residential uses. In addition, small areas with MRZ-2^{shale} and MRZ-3^{LS} designations have been identified surrounding the Mountain Gate/I-5 interchange, immediately abutting the city limits. No other potential mineral resource reserves have been identified within the City's Sphere of Interest. See Figure 5-7 for locations of MRZs.

The City of Shasta Lake has no active operating mineral extraction or mining activities working within the City limits. However, the potential for extraction operations on lands within the City's Sphere of Influence does exist. The City follows procedures to minimize mineral impacts in the region through its development standards and supports mineral resource conservation through the goals and policies of this General Plan.

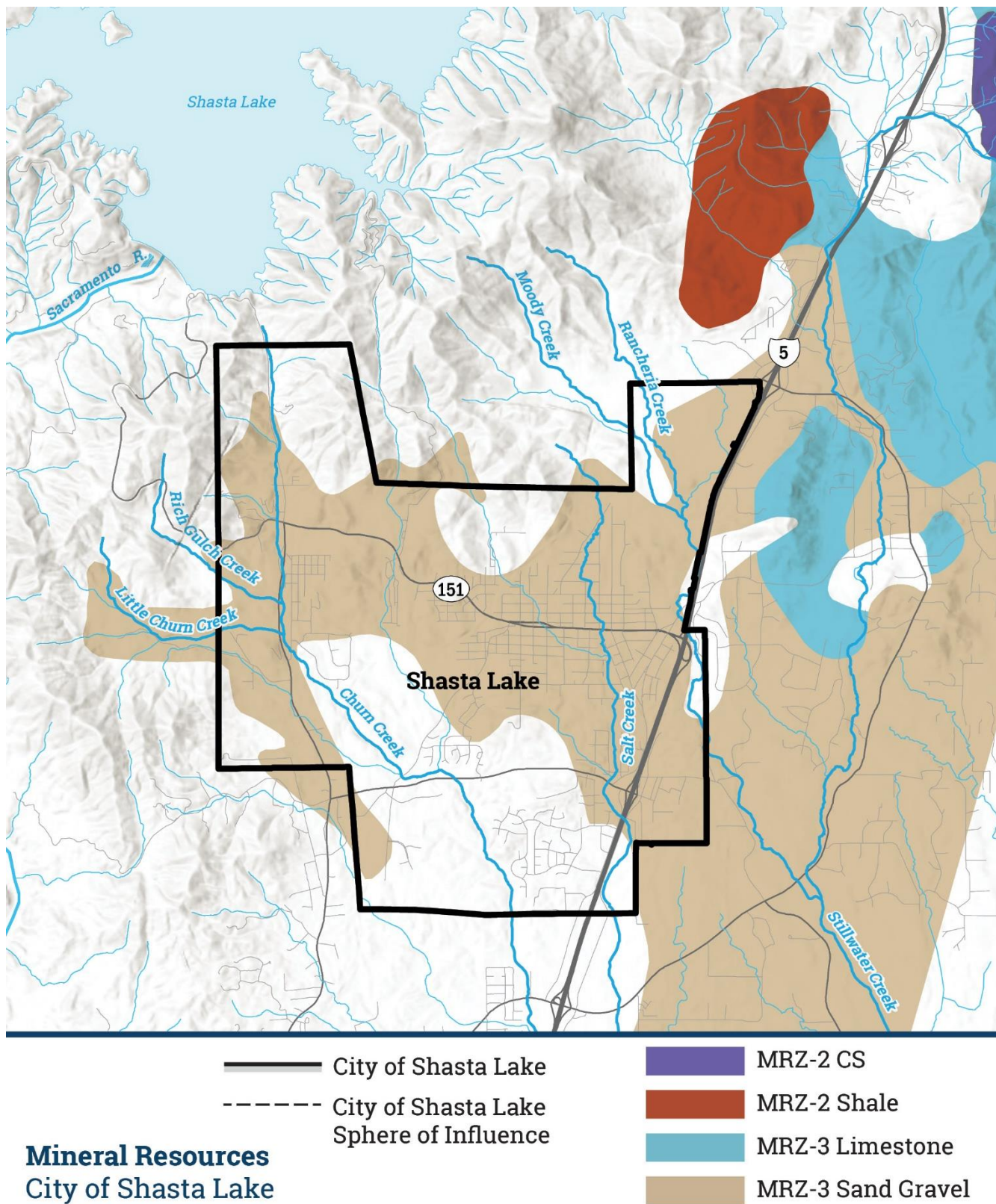


Figure 5-7: Mineral Resource Zones

5.5 Wildlife Protection

The waterways, forested areas, and foothills in and around the City provide habitats and linkages for several species and biological communities. The planning area is also regionally important, as the surrounding areas of Shasta-Trinity National Forest, Shasta Lake National Recreation Area, Whiskeytown National Recreation Area, and other surrounding federal lands provide support to wildlife ecosystems and habitats. (Park System Master Plan 2005) The western boundary of the City abuts a significant acreage of U.S. Bureau of Land Management (BLM) lands. Wildlife conservation efforts within the City also help preserve important wildlife corridors and linkages to these public lands.

Stillwater and Churn Creek provide habitats for several species of warm water and native fish, as well as special-status aquatic species such as Shasta salamander and the foothill yellow-legged frog. Conservation of these watersheds is critical to maintaining these populations, as well as the riparian vegetation. (Stillwater-Churn Creek Wildfire Protection Plan 2010) The City will focus on minimizing the alteration of these fragile ecosystems, reducing disturbance to waterways or forested areas, and maintaining water quality, minerals, and other natural resources.

5.6 Energy Conservation

The City of Shasta Lake Electric Utility continually seeks ways to lower energy consumption, reduce peak demand, and support low-income and age-qualified customers. The City also incentivizes and seeks to increase opportunities for the interconnection of distributed renewable energy generation. The City offers a rebate program for efficiency applications and replacement lights. The City's Generation and Interconnection policy allows customers to install distributed renewable energy generation resources on their premises to serve their own electricity needs, as well as City installation of small solar generation facilities. Along with this Conservation Element, the Housing Element contains policies and implementation actions that support energy efficiency improvements and appropriate weatherization for all new and existing housing units.

There are also opportunities for new structures to reduce energy consumption by adhering to sustainable building practices. The City is implementing sustainable development policies that will reduce its environmental footprint, including conserving resources, following sustainable building practices, reducing greenhouse gas emissions, and encouraging clean technologies.

Buildings account for nearly half of the total energy used in the United States and represent a significant portion of the nation's consumption of energy and raw materials and waste output. Within residential buildings, climate control accounts for 33 percent of electrical end use. See Figure 5-8 for a complete summary of electrical consumption by end use from the U.S. Energy Administration.

Residential electricity consumption by end use, 2015
percent of total

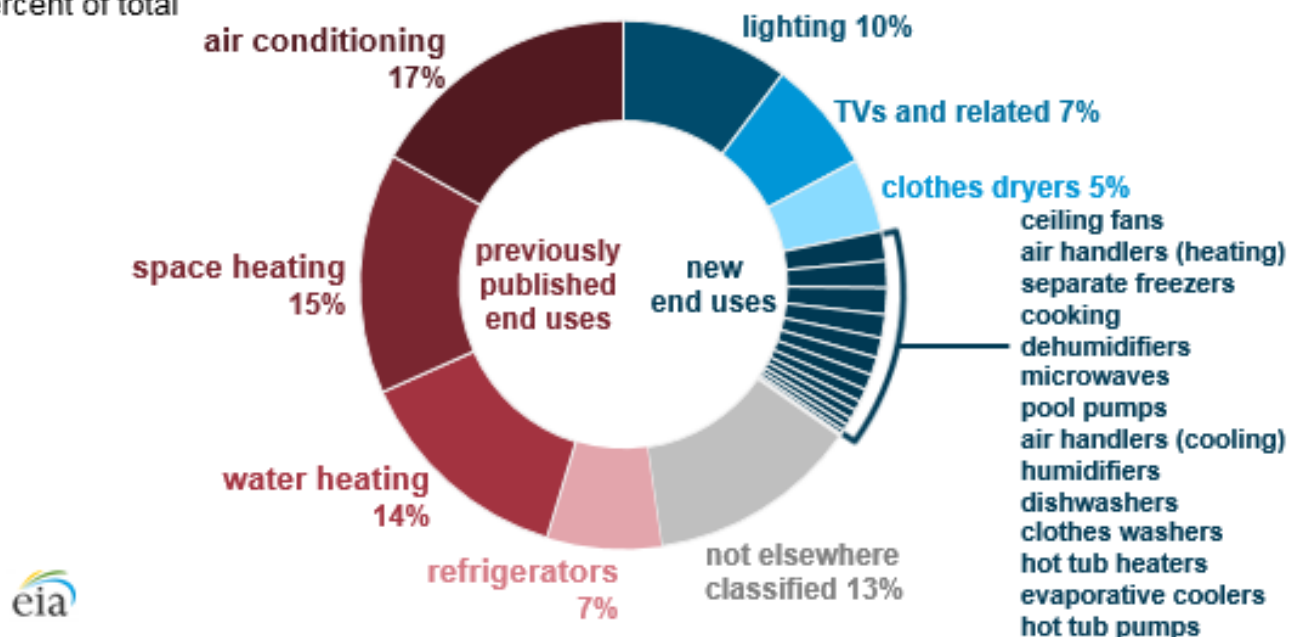


Figure 5-8: Residential Electricity Consumption by End Use, 2015

Source: U.S. Energy Information Administration

Sustainable or “green” buildings can significantly reduce energy consumption. Green buildings use resources such as building materials, water, energy, and land more efficiently than other buildings. They also provide an array of environmental, economic, and health benefits for building owners and occupants, and help the broader community by conserving resources and reducing pollution.

5.7 Climate Change, Greenhouse Gases (GHGs), and Sustainable Development

Warming temperatures and changes in precipitation and runoff patterns may increase the frequency and intensity of droughts and extreme weather in California. Higher temperatures have created complex challenges for managing regional water resources, including reduced snowpack for water storage, increased rainfall and flood risk, and higher risk of future droughts. (Cal. Office of Emergency Services 2018, 607) Climate change may also affect water demand, with warming temperatures increasing water needed for crop irrigation, urban landscaping, and environmental water needs. (*Id.*) Increases in temperature are also likely to increase energy demand and change the ability to produce and deliver energy in the same patterns and ways in the future. (US EPA 2020)

While climate change is a global problem, at the local level it is possible to reduce greenhouse gas emissions by fostering sustainable communities through the implementation of sustainable development policies and practices. Climate change goals can be more effectively met when the principles of sustainability are integrated into land use, transportation, conservation, and economic



policies. The implementation actions in this section of the General Plan specifically address energy and water conservation.

5.8 Effect of Development on Open Space and Natural Resources

Open space may be defined as land or water areas that are undeveloped, generally free from development, or developed with low-intensity uses that respect natural environmental characteristics and are compatible with open space use. Open space may have utility for: primarily passive park and recreation; conservation of land, water, or other natural biological resources; historic or scenic purposes; visual relief; or landform preservation. Shasta Lake's rolling foothills and other landforms create a unique setting that fosters biodiversity, a sense of place, and recreational opportunities. Designated parks and open spaces are discussed in the Open Space Element.

The City's Natural Resource Overlay, further described in the Land Use Element, helps protect, preserve, and restore lands containing steep hillsides, sensitive biological resources, and flood hazard areas. The intent of the Natural Resource Overlay is to assure that development occurs in a manner that protects the overall quality of the resources, encourages a sensitive form of development, retains biodiversity and interconnected habitats, maximizes physical and visual public access to and along creeks and tributaries, and reduces hazards due to flooding in specific areas while minimizing the need for construction of flood control facilities.

Planning for new development in the City of Shasta Lake should consider, plan for, and preserve natural resources within and around the City, and may do so in many different ways. The City's municipal code has building and subdivision standards that protect riparian habitats and other natural resource overlays, and that protect public health and safety from development in floodways or on steep slopes. The City has established protocols to protect water resources City-wide through emergency drought restrictions and water conservation measures.

The goals, policies, and implementation actions in this element, along with the Land Use, Safety, Circulation, and Open Space Elements, seek to balance new development with the preservation of the City's natural resources.

5.9 Goals, Policies, and Implementation Actions

GOAL CON-1 Protect and conserve water resources and improve and maintain water quality.
(Source: Existing Objective W-1, modified)

POLICY-CON-1.1	Protect and improve the quality of surface water. <i>(Source: New)</i>
POLICY-CON-1.2	Protect existing wetlands to the greatest extent possible, consistent with achieving the vision expressed in the General Plan. <i>(Source: New)</i>
POLICY-CON-1.3	Maintain and improve current conveyance capacity for both natural and constructed drainages. <i>(Source: New)</i>
POLICY-CON-1.4	Minimize the alteration of creek courses and bottoms. <i>(Source: New)</i>
POLICY-CON-1.5	Integrate stormwater management techniques and low impact development best practices to minimize runoff. Encourage water conservation efforts by residents, businesses, and industry. <i>(Source: New)</i>
POLICY-CON-1.6	Require new development annexed to the City be connected to the City's wastewater collection system whenever possible. <i>(Source: Existing Policy W-2, modified)</i>
IMPLEMENTATION-CON-1.1	<p>Continue enforcement of illegal discharges into Stillwater and Churn Creeks. <i>(Source: New)</i></p> <p>Responsibility: <i>Development Services Department (Building Official)</i> Time Frame: <i>Ongoing</i> Funding Source: <i>Fines and fees</i></p>
IMPLEMENTATION-CON-1.2	<p>Continue to educate the community about septic systems and water quality contamination problems with failure. <i>(Source: New)</i></p> <p>Responsibility: <i>Public Works and Development Services Departments</i> Time Frame: <i>Ongoing</i> Funding Source: <i>General fund (staff)</i></p>
IMPLEMENTATION-CON-1.3	<p>Continue to educate the community about water conservation. <i>(Source: New)</i></p> <p>Responsibility: <i>Public Works and Development Services Departments</i> Time Frame: <i>Ongoing</i> Funding Source: <i>General fund (staff)</i></p>
IMPLEMENTATION-CON-1.4	<p>Design and monitor irrigation systems in medians and other common areas to maximize efficiency and reduce runoff. <i>(Source: New)</i></p> <p>Responsibility: <i>Public Works Department</i> Time Frame: <i>Ongoing</i> Funding Source: <i>General fund (staff), impact fees (based upon new fee structure), or landscape districts</i></p>



IMPLEMENTATION-CON-1.5 Upgrade aging infrastructure to reduce leakage and eliminate pollutant sources from degraded pipelines and evaluate the costs and benefits of upgrading existing capacities. *(Source: New)*

Responsibility: Public Works Department

Time Frame: Ongoing – Identification annually as part of Capital Improvement Plan/ Water Master Plan

Funding Source: General fund (staff), impact fees (based upon new fee structure), or landscape districts

IMPLEMENTATION-CON-1.6 Maintain an inventory of known sources of groundwater and soil contamination, including underground storage tanks, landfills, septic tanks, and industrial uses. Coordinate monitoring efforts for groundwater quality and support regional water quality efforts to eliminate groundwater and soil contamination. *(Source: Existing Implementation W-3, modified)*

Responsibility: Public Works Department

Time Frame: Ongoing

Funding Source: General fund (staff), impact fees (based upon new fee structure), or landscape districts

GOAL CON-2 Continue regional relationships that ensure a flexible and sustainable water supply (Source: Existing Objective W-2)

POLICY-CON-2.1 Continue to work with regional water authorities, including the Central Valley Regional Water Quality Control Board and Shasta County Environmental Health Department, to implement land use controls for the protection of water quality. *(Source: Existing Implementation. W-1, modified)*

POLICY-CON-2.2 Coordinate with regional water authorities to ensure that applicable requirements are included in new development projects and City ordinances. *(Source: New)*

POLICY-CON-2.3 Work with regional stakeholders to protect and restore watershed viability and protect the health of wildlife and natural habitat in an integrated watershed management approach that aligns with regional, state, and federal policies that may apply. *(Source: New)*

IMPLEMENTATION-CON-2.1 Coordinate with the California Division of Water Resources and regional water agencies to implement educational programs regarding the interaction of groundwater, surface water, stormwater, and other surface flows, and the effects of contaminants in surface flows, consistent with MS4 permit requirements. *(Source: New)*

Responsibility: Water Superintendent

Time Frame: Ongoing

Funding Source: General fund (staff), impact fees (based upon new fee structure), or landscape districts

GOAL CON-3 Conserve and manage significant fish, wildlife, and vegetation resources, enhance the area's natural beauty, and provide residents with a healthy environment.
(Source: Existing Objective FW-1, plus new)

POLICY-CON-3.1	Establish or evaluate existing regulations and development standards to conserve and manage natural resources, including provisions for clustering of development, access to open space, drainage corridors, hillside slopes, waiver of minimum lot width requirements, narrower local street widths, and other techniques to enhance protection of sensitive habitats and resources. <i>(Source: Existing Objective FW-2, Policy Fw-a, and Implementation FW-6, modified)</i>
POLICY-CON-3.2	Design or condition new development to avoid significant adverse impacts on rare, threatened, or endangered plant or animal species, as officially designated by federal and state resource agencies. Work with the California Department of Fish and Wildlife to ensure the preservation of resident and anadromous fish. <i>(Source: Existing Policy FW-b, Implementation FW-11, modified)</i>
POLICY-CON-3.3	Use riparian and wetland buffers (non-development setbacks) to preserve existing riparian vegetation through the environmental review process and require minimum setbacks. Specific setbacks and widths should be determined on a case by case basis with input from resource agencies, including the California Department of Fish and Wildlife. <i>(Source: Existing Implementation FW-2, modified)</i>
POLICY-CON-3.4	Continue protecting and managing urban forests in the City to enhance beautification and conservation efforts to the greatest extent possible, in particular by: <ul style="list-style-type: none"> - Maintaining existing City trees with regular scheduled service. - Planting new trees to replace ones that were removed and extending tree canopies where possible. - Requiring tree plantings in new developments on streets and in parking areas. - Working with commercial parking lot owners to enhance tree canopies. - Using volunteer groups and property owners to enhance tree canopies. <i>(Source: New)</i>
POLICY-CON-3.5	Encourage the use of locally-propagated native plants and trees in public spaces. <i>(Source: New)</i>
POLICY-CON-3.6	Create easements where practical for public access to streams and waterways. <i>(Source: New)</i>
POLICY-CON-3.7	Control the spread of invasive plant species and work with private landowners and landscapers to support these efforts. <i>(Source: New)</i>

IMPLEMENTATION-CON-3.1 Ensure that all new development restricts the use of fencing, completes a creek restoration plan in locations essential for wildlife movement, and locates structures in a manner that minimizes interference with wildlife movement. (Source: Existing Implementation FW-4, modified)

Responsibility: Development Services Department

Time Frame: 1-3 years

Funding Source: General fund (staff) and development fees

IMPLEMENTATION-CON-3.2 Establish standards that provide public access in the floodplain and in stream buffer areas while preserving these sensitive habitats. (Source: New)

Responsibility: Development Services Department

Time Frame: Ongoing – Development review

Funding Source: General fund (staff)

IMPLEMENTATION-CON-3.3 To the greatest extent possible, ensure that medians include native plants and trees with the least demand for irrigation and maintenance. (Source: New)

Responsibility: Public Works Department

Time Frame: Ongoing

Funding Source: General fund (staff) and Public Works fund

IMPLEMENTATION-CON-3.4 Continue and evaluate programs and incentives to encourage the use of locally-propagated plants and trees and discourage the use of invasive, non-native species in home and commercial landscaping. (Source: New)

Responsibility: Development Services Department

Time Frame: Ongoing

Funding Source: General fund (staff) or grants

IMPLEMENTATION-CON-3.5 Work with stakeholders to identify priority conservation areas in the City and establish appropriate protection measures for these resources and habitats. (Source: New)

Responsibility: Development Services Department

Time Frame: Ongoing

Funding Source: General fund (staff) or grants

GOAL CON-4 Consider conservation practices in community planning decisions to reduce environmental pollutants, conserve energy and water resources, preserve critical wildlife habitats, and address climate change. (Source: New)

POLICY-CON-4.1	Explore alternatives to stormwater collection methods, including the use of detention or retention basins to implement the "no net runoff" concept. (Source: Existing Implementation W-7)
POLICY-CON-4.2	Recognize that conservation goals and development practices may, on occasion, conflict and will need to be resolved according to policies specified in the General Plan. (Source: Existing Objective FW-2)
POLICY-CON-4.3	Promote cost-effective water and energy consumption in the City as much as possible; continue and build upon existing programs to reduce water and energy consumptions in the City. (Source: New)
POLICY-CON-4.4	Protect resources such as wetlands, hillsides, and native trees and plants by encouraging sustainable development practices, mitigating impacts to such areas through environmentally-sensitive project siting and design, and promoting prudent fuel and vegetation management by property owners to reduce the risk of significant wildfire events. (Source: New)
POLICY-CON-4.5	Incorporate erosion mitigation practices into construction and development projects. (Source: Existing Policy W-a, modified)
POLICY-CON-4.6	Define transition zones between development areas and open space or conservation areas to provide for further conservation of habitat and wildlife areas. (Source: New)
POLICY-CON-4.7	Promote clustered development in foothill areas. (Source: New)
IMPLEMENTATION-CON-4.1	<p>Require construction best practices to reduce erosion that take into account site and climate conditions, consistent with the MS4 stormwater program standards. (Source: New)</p> <p>Responsibility: Public Works and Development Services Departments (Building Official)</p> <p>Time Frame: Ongoing</p> <p>Funding Source: General fund (staff) and application fees</p>
IMPLEMENTATION-CON-4.2	<p>Encourage the highest feasible water conservation possible when reviewing landscaping plans for new projects and ensure the landscape watering ordinance contains best practices for water conservation. (Source: New)</p> <p>Responsibility: Development Services Department</p> <p>Time Frame: Ongoing</p> <p>Funding Source: General fund (staff) and application fees</p>

IMPLEMENTATION-CON-4.3 Work with the largest users of water and energy in the City to establish incentives, offer recommendations, and explore other programs and policies for lowering consumption. (Source: New)

Responsibility: Public Works and Development Services Departments

Time Frame: Ongoing

Funding Source: General fund (staff)

IMPLEMENTATION-CON-4.4 Continue to implement policies, programs, and projects to reduce greenhouse gas emissions and meet target energy consumption reductions, as identified in the City's Climate Action Plan. (Source: New)

Responsibility: City Electric Utility, City Council, and all departments

Time Frame: Ongoing

Funding Source: General fund (staff) or grants

IMPLEMENTATION-CON-4.5 Foster and encourage landowner education on the benefits and feasibility of establishing conservation easements within subdivisions and on individual properties. (Source: New)

Responsibility: Development Services Department

Time Frame: Ongoing

Funding Source: General fund (staff)

IMPLEMENTATION-CON-4.6 Protect and preserve natural resource areas by amending the zoning ordinance to include habitat protection standards, particularly buffering, for sites abutting areas of natural resource value. (Source: Existing Implementation FW-7, modified)

Responsibility: Development Services Department

Time Frame: 1-3 years

Funding Source: General fund (staff) or grants

IMPLEMENTATION-CON-4.7 Use landscaping methods and setbacks to create transition zones between development areas and open space areas. (Source: New)

Responsibility: Development Services Department

Time Frame: Ongoing

Funding Source: General fund (staff) and application fees

IMPLEMENTATION-CON-4.8 Locate new development on sites that minimize the need for grading and removal of native plants. Ensure no significant change in the general configuration of topography occurs where grading and earthwork are necessary. (Source: New)

Responsibility: Development Services Department

Time Frame: Ongoing

Funding Source: General fund (staff) and application fees

GOAL CON-5 PROTECT CRITICAL MINERAL-RESOURCE AREAS FROM ENCROACHMENT BY INCOMPATIBLE LAND USES WHEN POSSIBLE.

POLICY-CON-5.1 Protect known significant mineral resources from land uses which would be incompatible with mining operations where such protections do not preclude successful implementation of the General Plan. (Existing Objective - modified)

IMPLEMENTATION-CON-5.1 Large-scale mineral resource areas identified as MRZ-2, should be designated Natural Resources Overlay - *Mineral Resource*, if identified. Based on the results of mineral resource exploration, additional lands may be placed in this category. Uses permitted in these areas shall include mineral exploration and extraction, processing, and accessory uses. (Existing Policy M-a)

Responsibility: Development Services Department

Time Frame: Ongoing

Funding Source: General fund (staff) and application fees

IMPLEMENTATION-CON-5.2 Development and uses within and abutting Mineral Resource lands shall be regulated so that proposed land uses avoid or mitigate incompatibilities with mineral extraction operations. (Existing Policy M-b)

Responsibility: Development Services Department

Time Frame: Ongoing

Funding Source: General fund (staff) and application fees

IMPLEMENTATION-CON-5.3 All approved mining or mineral extraction operations shall have a reclamation plan for the rehabilitation, reuse, erosion control, and water quality protection of mineral resource lands. (Existing Policy M-d)

Responsibility: Development Services Department

Time Frame: Ongoing

Funding Source: General fund (staff) and application fees

IMPLEMENTATION-CON-5.4 Ensure that mining operations are conducted in a manner which protect the public health, safety, and welfare by minimizing impacts on adjacent land uses and mitigating potential adverse cumulative environmental impacts. (Existing Policy M-e)

Responsibility: Development Services Department

Time Frame: Ongoing

Funding Source: General fund (staff) and application fees

IMPLEMENTATION-CON-5.5 If aggregate mineral resources of regional or statewide significance are identified by the state, the General Plan may be amended, and the area designated with the Natural Resources Overlay where appropriate, and zoning regulation should be applied permitting extraction as a conditional use and prohibiting incompatible uses, consistent with state law. (Existing Implementation M-b, modified)

Responsibility: Development Services Department

Time Frame: Ongoing

Funding Source: General fund (staff) and application fees



IMPLEMENTATION-CON-5.6 Within areas classified as Mineral Resource Zones by the State Division of Mines and Geology, mining may be permitted in the in-stream, floodplain, or gravel-bar areas of a river or creek provided removal of sand and gravel is:

1. Conducted during a declared civil or hazardous material emergency or natural disaster to relieve or correct potential hazards to the public health, safety, or welfare caused by such emergency or disaster.
2. For removal of dredger tailings for reclamation purposes only.
3. To protect a public structure, such as a bridge, when it is determined to be necessary by the public entity responsible for said structure.
4. To remove a buildup of sand and gravel to maintain the channel capacity to prevent flooding.

For Items 2, 3, and 4 above, a use permit and reclamation plan for mining of said areas shall be based on a stream-management program, prepared by qualified professionals in appropriate disciplines, which includes data and analysis to show that:

- There will be no significant adverse impact on in-stream habitat; riparian habitat; wetlands; or rare, threatened, or endangered species of fish, wildlife, or plants.
- There will be no significant adverse impact on existing structures, including bridges or levees. There will be no significant increase in bank erosion, deposition, or flooding.
- There will be no significant adverse impacts to surrounding properties or uses, including, but not limited to, noise, visual impacts, dust, traffic and similar impacts.

Responsibility: Development Services Department

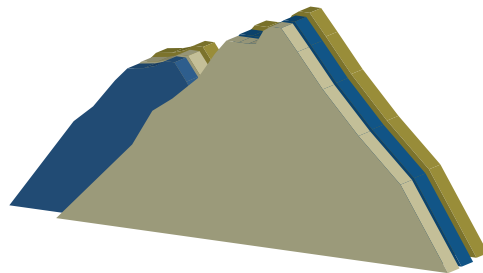
Time Frame: Ongoing

Funding Source: General fund (staff) and application fees

OPEN SPACE

valuable for enjoyment of scenic beauty, recreational opportunities, maintenance of the economy, and the use of natural resources

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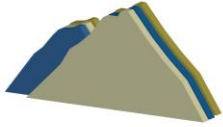
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SECTION 6. OPEN SPACE ELEMENT



The Open Space Element implements a vision to protect, enhance, and manage the City's open space resources. In California, open space is defined as any parcel or area of land or water that is unimproved and devoted to open-space use. (Cal. Gov. Code § 65560(b)) The General Plan Vision Statement recognizes that parks and recreational amenities are critical to creating a high quality of life for all citizens. Residents and City officials recognize that scenic foothill views and water features are character-defining

attributes of the City and provide the visual backdrop for the community. Furthermore, this General Plan identifies recreational amenities, trail and open space connectivity, and park facilities as key opportunities for the City of Shasta Lake. Based on guidelines in Cal. Gov't Code § 65561, this element contains detailed information about open space for:

- Natural resources
- Outdoor recreation
- Public health and safety
- Tribal resources
- Managed production of resources

The state guidelines include an additional section to address open space for military resources; however, due to the absence of military installations near the City, this General Plan update provides neither background, policy, nor implementation actions for military support.

6.1 WHY IS OPEN SPACE IMPORTANT?

The City's parks, open space, trails, and recreation facilities annually welcome thousands of residents and visitors and play an important role in the physical, mental, social, and environmental health of the City and its residents. Parks can improve the quality of life by strengthening the body and assisting in maintaining physical well-being. Mental and social benefits include visual relief from urban development, passive recreational opportunities that refresh the frame of mind and provide opportunities for social interaction, and healthy activities for youth.

Park and open space lands benefit the environment by providing habitat for plants and animals, and space for urban runoff to percolate into the soil and filter out related pollutants, while also serving to decrease the effects of urban heat islands. In addition, the City park system supports the City's tourism industry, and enhances the City's ability to attract and retain businesses.

Economic benefits: Green spaces in communities can be attractive to future buyers and developers, and generate many economic benefits for local governments, homeowners, and businesses. Open space may increase nearby residential property values and, thus, increase tax assessments. Compact, walkable developments featuring open space can provide economic benefits to developers through higher home sale prices, better marketability, and faster sales or leases than conventional development. Open space and recreation areas also may provide fiscal benefits to municipal governments because of the myriad of other benefits open space provides. (Active Living Research 2010, 2-3)

Public health and wellness: The availability of and access to open space and recreation areas strongly influences how active people are. (Active Living Research 2010) The Institute of Medicine has stated that improving the walkability of neighborhoods and increasing access to recreation facilities are essential strategies for preventing childhood obesity. (Koplan 2005) Parks also provide people contact with nature, which itself is known to confer mental and physical well-being. (American Planning Association 2003) See Section 6.4.

Public safety: Parks and other open space can mitigate air and water pollution impacts on public health. (American Planning Association 2003) Depending on the nature of the open space, these areas can reduce flood risk, assist in climate change mitigation and adaptation, and protect residents from hazardous conditions. See Section 6.5. The responsible management of open space is important to prevent and reduce impacts from catastrophic wildfire.

Open space also provides benefits to wildlife habitat, biodiversity, conservation, managed natural resource production, and agricultural production. (Cal. Office of Planning and Research 2017, 121)

6.2 OPEN SPACE INVENTORY

Open spaces in the City are currently owned and managed by the City of Shasta, Gateway Unified School District, and federal and tribal agencies. Table 6-1 summarizes these areas. The City's open space resources are also depicted in map form in Figure 6-1 (Natural Resource Overlay) and Figure 6-2 (open space and trails). The natural features influencing the provision of open space, park, and recreational areas include:

- Topography and terrain (steep hillside areas);
- Water features (rivers, streams, and drainage way areas); and
- Floodplain and floodway areas.

A critical priority is to preserve and maintain open space lands owned by entities other than the City by working closely with regional stakeholders, as well as federal and tribal agencies.

6.3 OPEN SPACE FOR NATURAL RESOURCES

Undeveloped portions of Shasta Lake contain foothills, watersheds, drainage courses, and wildlife habitats that serve to define the environmental and scenic character of the area. The policies provided in this Open Space Element can be an effective means to protect these resources within the City, especially when paired with the Land Use and Conservation Elements.

A **Natural Resource Overlay** has been instituted in the City General Plan Land Use Element to protect sensitive habitats and hazardous areas from development, including areas with slopes greater than 20 percent, Federal Emergency Management Agency (FEMA) flood zones, and designated wetlands. River and stream corridors and surrounding wetlands are critical for wildlife habitat and for water quality functions, such as pollutant removal, floodwater reduction, and greenhouse gas reduction. These riparian habitats support biodiversity and provide ecological benefits beyond the specific area they occupy. (California Fish and Wildlife 2020)

Table 6-1. Open Space Inventory Summary

Development Restricted Area Type	Acreage
Wetlands ¹	92
Parks ²	279
FEMA Special Flood Hazard Area	435
20% or Greater Slope ³	1,765

Coverage Type	Acreage	Areal Percentage
Development Restricted Area*	2,352	34%
Outside Development Restriction	4,572	66%
Total	6,924	100%

NOTES

¹ Federal and local- designated wetlands and local delineation.

² Parks, undeveloped park land, natural open space, and special use areas.

³ LiDAR-derived slope classifications.

*Summary of all development-restricted areas combined within city limits. Overlap between categories exists – areas are not double counted if overlap is present.

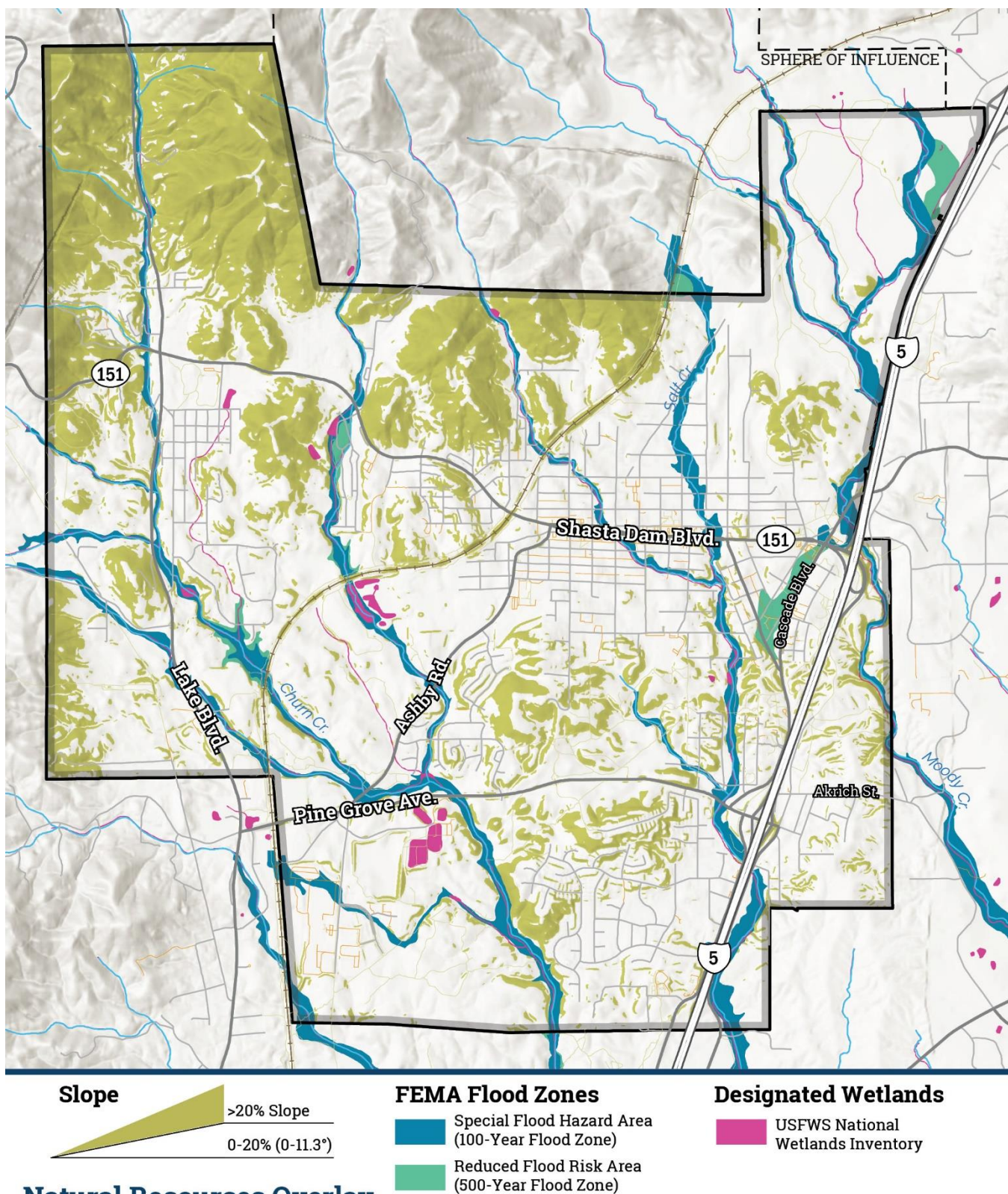


Figure 6-1: Natural Resource Overlay

The California Department of Fish and Wildlife (CDFW) and the Governor of California have developed policies with the intent of no net loss and long-term net gain in the quantity, quality, and permanence of wetlands acreage across the state. (California Fish and Wildlife 2020)

Additionally, recognizing that undeveloped foothills are one of the City's defining physical characteristics and open space resources, as well as important to protect the City from hazardous slope failures, measures have been included in both the Open Space and Conservation Elements to preserve this resource from development impacts with emphasis on density, construction impacts, and proximity. Proper maintenance and mitigation on open space within the City is also critical for wildfire protection. Section 6.5 discusses open space for public health and safety benefits in more detail.

Restricting development appropriately in these areas creates open space, protects the public from natural hazards, and helps conserve and manage significant fish, wildlife, and vegetation resources, and to balance these resources with development practices. Figure 6-1 illustrates the Natural Resource Overlay.

6.4 OPEN SPACE FOR OUTDOOR RECREATION

City officials and community members have identified the creation of new recreational facilities and the enhancement of trail connectivity and water recreation resources as key opportunities in Shasta Lake. Creating a more vibrant, walkable, and bikeable community also helps decrease safety concerns and promotes tourism.

The City currently has an active transportation network from which to build upon, including the Churn Creek Trail, bicycle and walking paths in Margaret Polf Park, and dirt trails that lead to Shasta Dam and connect to the Sacramento River Trail. These areas could be enhanced and managed to further promote recreation and active transportation using improved signage and connectivity between walkable areas. (Healthy Shasta n.d.) See Figure 6-2 for location of biking and walking trails throughout the City. Enhancements should balance preservation and conservation goals and focus on interpretive, wayfinding, and educational features.

Other open space needs include parks, recreational vehicle (RV) campgrounds, and recreational resources for youth. "RV campgrounds" or "RV parks" are defined as a parcel of land on which two or more campsites are designated primarily for temporary occupancy by recreational vehicles for travel, recreational, or vacation uses, and may be referred to as "campgrounds." Such parks may be constructed for tent camping, as well as for RV campers.

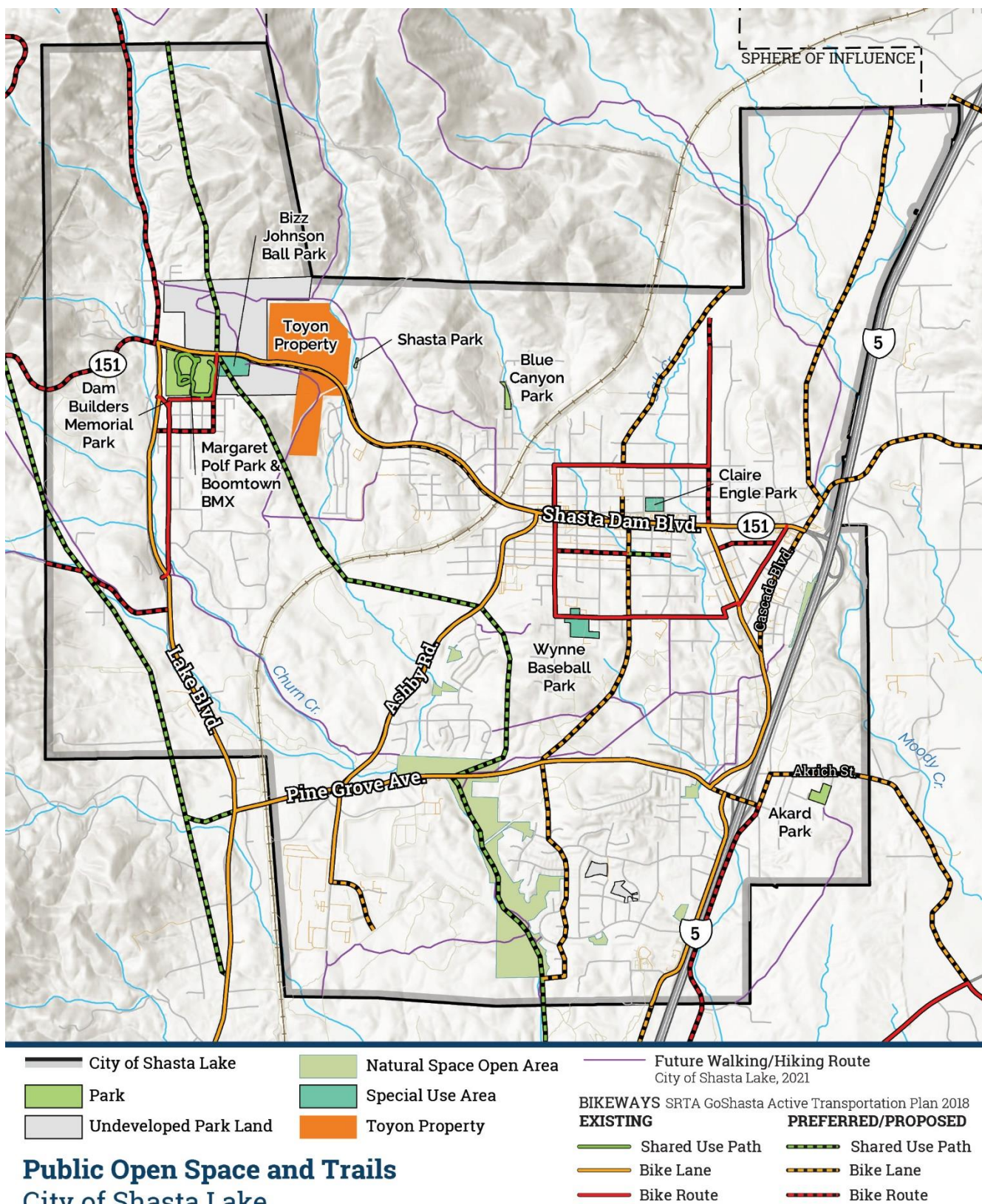


Figure 6-2. Public Open Space and Trails

6.5 OPEN SPACE FOR PUBLIC HEALTH AND SAFETY

As the City's population increases, public health and safety concerns will become increasingly important. Known health and safety hazards and considerations include:

- Air, water, and soil quality;
- Pedestrian safety in urban areas and at railroad crossings;
- Flood safety and dam inundation;
- Seismic hazards;
- Wildfire; and
- Steep slopes and slope failure.

The City will provide or improve open spaces and land use planning to support the health and safety of its residents. Best management practices involving smart land use, innovative design, and collaborative planning will further the role of open space resources to that end. The policies in this element support public health and safety improvement by:

- Utilizing tools to reduce air pollution.
- Participating in regional air quality planning efforts with surrounding jurisdictions.
- Continuing to properly manage nearby mineral resource sites, avoiding hazards by employing methods such as setbacks, buffers, screening, etc.
- Minimizing flood hazard risk to people and property by addressing potential damage from a 100-year event and implementing and maintaining flood management measures in watersheds.
- Ensuring that construction projects incorporate water quality practices to reduce runoff and groundwater contamination.
- Implementing urban forestry and landscaping practices in urban areas of the City to contribute to carbon mitigation.
- Promoting prudent fuel management and vegetation management practices by property owners to reduce the risk of wildfire events and to protect open space areas from burning.
- Providing and maintaining well-lit and properly signed bicycle and pedestrian paths.
- Clustering development away from open spaces and steep slopes.
- Minimizing sedimentation and erosion from development through compliance with City ordinances and implementation monitoring.

Additional background information and policies on seismic hazards, flood hazards, dam inundation, and evacuation routes are found in the Health and Safety Element of the General Plan and in the City's Hazard Mitigation Plan.

6.6 OPEN SPACE FOR TRIBAL RESOURCES

The City of Shasta Lake has the opportunity to support the Wintu Tribe in their efforts to protect tribal resources and Wintu heritage and to educate others about the same. The Wintu Tribe is currently in the application process for ownership of a large tract of current open space in the City known as the Toyon property. The Wintu Tribe operates the Toyon-Wintu Center, a 501(c)(3) non-profit corporation, which is housed in a City-owned building that is leased to the Wintu. The Wintu also claim important sacred sites



on Mount Shasta. There exists a long history of cooperation between the City and the Wintu Tribe. (Wintu Tribe 2019) The Toyon property is shown on the maps of open space and trails in the City in Figure 6-2.

Consultation with the Wintu will be essential to accurately identify open spaces opportunities and to protect sensitive cultural resources confidentially, as required by Cal. Gov't Code § 65562.5. Critical considerations for tribal resources include the protection of public land containing Native American sanctified cemeteries, places of worship, religious or ceremonial sites, or sacred shrines, and the protection of Native American historic, cultural, or sacred sites that are listed or may eligible for listing in the California Register of Historic Resources pursuant to Cal. Gov't Code § 5024.1.

6.7 OPEN SPACE FOR MANAGED PRODUCTION OF RESOURCES

While there are presently no commercial-scale mining operations in City limits, open space in and around the City possesses mineral resources, most notably concrete-grade aggregate and other construction aggregate products. Active mining operations are located north and northeast of the City in the unincorporated community of Mountain Gate. The City's Sphere of Influence north of the City has been zoned by Shasta County for mineral resources since it was acquired in 1981, and there have been historic proposals for mining in the Sphere of Influence as well as within the City.

Historically, mining operations have been economically important to the City, and the continued availability of construction aggregate for the development of roads, homes, buildings, and other infrastructure is beneficial for new projects in the City.

Because of proximity to the City's open spaces, the General Plan goals, policies, and implementation actions are meant to safeguard open space resources and offer protection to the City when faced with the potential for pressure to mine areas near the City boundary. Additional goals and policies to protect City lands from the potential for negative impacts from future mining operations have been included in the Conservation Element.

6.8 OPEN SPACE GOALS, POLICIES, AND IMPLEMENTATION ACTIONS

GOAL OS-1 **Conserve and manage open space and recreation resources for use and enjoyment by City residents and visitors in a manner that balances public access, resource protection, and private property rights. Ensure future development incorporates open space and recreation resources as appropriate. (Source: Existing Objectives OSR-1, OSR-2, and OSR-4, modified)**

POLICY-OS-1.1	<p>Seek to protect riparian habitat along significant creek corridors. The following measures are identified to provide the riparian habitat protection:</p> <ul style="list-style-type: none"> - Regulation of vegetation removal, - Design of grading and road construction, - Establishment of a development setback, and - Siting of structures, including clustering. (Source: Existing Policy OSR-b)
POLICY-OS-1.2	<p>Require the dedication of land or improvement of open space, parks, or payment of in lieu fees in accordance with City development standards as part of entitlement and building permit processes. (Source: Existing Policy OSR-e)</p>
POLICY-OS-1.3	<p>Support parks and recreational vehicle (RV) campgrounds which enhance the outdoor experience and provide recreational amenities beyond existing City-owned parks if they meet minimum requirements for the application, development, operation, and maintenance of RV parks and campgrounds in the City. (Source: New)</p>
POLICY-OS-1.4	<p>Preserve open space along creeks and hillsides to maintain biological, scenic, and recreational resources in future development. (Source: New)</p>
POLICY-OS-1.5	<p>Preserve topographic features unique to the City to maintain its character as the "Gateway to the Mountains." (Source: New)</p>
POLICY-OS-1.6	<p>Safeguard open space resources when faced with the potential for pressure to mine areas near the City boundary. (Source: New)</p>
IMPLEMENTATION-OS-1.1	<p>Update the City's Design Guideline sections of the Zoning Ordinance and Grading, Erosion Control, and Hillside Development Ordinance as needed to continue to address viewshed encroachment in development of foothill areas, including visual simulations in development practices and requirements to ensure that development does not significantly disrupt the viewshed. (Source: New)</p>

Responsibility: Development Services Department

Time Frame: 1-3 years

Funding Source: General fund (staff) or application fees



IMPLEMENTATION-OS-1.2 Develop access criteria for capital improvement projects to enhance access and signage to open spaces, walking paths, and bicycle trails in conjunction with the Shasta Regional Transportation Authority (SRTA) Active Transportation Plan (ATP). Criteria should include safety provisions, such as lighting and signage, as well as safe connections to open spaces and City centers. *(Source: New)*

Responsibility: *Development Services Department*

Time Frame: *1-3 years*

Funding Source: *General fund (staff) or ATP*

IMPLEMENTATION-OS-1.3 Require developers and property owners to waive their right to protest formation of landscape and lighting assessment or other City maintenance districts as a condition of approval of new development. *(Source: Existing Implementation OSR-6)*

Responsibility: *Development Services Department*

Time Frame: *1-3 years*

Funding Source: *General fund (staff)*

IMPLEMENTATION-OS-1.4 Seek to provide five acres of parks to meet neighborhood, community, and habitat protection needs per 1,000 new residents, based on commonly used state or national standards. Strive to maintain a neighborhood park standard of at least 0.9 acres per 1,000 new residents. *(Source: Existing Implementation OSR-1, modified)*

Responsibility: *Development Services Department*

Time Frame: *Ongoing development review*

Funding Source: *General fund (staff) or application fees*

GOAL OS-2 **Establish, improve, and maintain sufficient facilities and natural and man-made greenbelt areas along existing creeks, floodplains, natural open space areas, certain roadways, and bicycle and pedestrian trail systems. (Source: Existing Objectives OSR-3 and OSR-5, modified)**

POLICY-OS-2.1	Planning, acquisition, development, and operation of parks and recreational systems should be coordinated among City, Shasta County, state, and federal governments, as well as schools and special districts, and should take advantage of opportunities for linkages between publicly-owned parks and publicly-owned state and federal lands. (Source: Existing Policy OSR-a)
POLICY-OS-2.2	Provide off-road pedestrian and non-motorized bicycle facilities where feasible and practicable. Implement the current proposal to connect Churn Creek Trail with Redding River Trail. (Source: Existing Policy OSR-f)
POLICY-OS-2.3	Use applicable statewide and national best practices to determine minimum goals for land requirements for protection of existing park space, as well as for planning of new park space and facilities. (Source: New)
POLICY-OS-2.4	Promote volunteerism as a means to improve and beautify greenbelt areas or parks. (Source: New)

IMPLEMENTATION-OS-2.1	Implement the Parks Master Plan as amended. Build upon the existing trail network, including Churn Creek Trail, bicycle and walking paths in Margaret Polf Park, and dirt trails that lead to Shasta Dam and connect to the Sacramento River Trail. Preserve and improve public access through new and existing development to enable future use of such trails. (Source: Existing Implementation OSR-5, modified)
------------------------------	--

Responsibility: Development Services and Public Works Departments

Time Frame: 1-5 years

Funding Source: General fund (staff) or grants

IMPLEMENTATION-OS-2.2	Continue to use joint-use agreements with Gateway Unified School District to share in the use and maintenance of parks, sports facilities, playgrounds, and multi-purpose rooms. Such agreements could be beneficial to the City's development of recreational programs for youth. (Source: New)
------------------------------	--

Responsibility: Development Services Department and City Manager

Time Frame: Ongoing

Funding Source: General fund (staff) or impact fees

IMPLEMENTATION-OS-2.3	Implement recommendations in the Parks Master Plan for improvements in the Pine Grove Avenue area along Churn Creek for a community park with a trailhead, parking, enhanced trails, and connections linking the Shasta Lake and Redding trail systems. (Source: Existing Implementation OSR-4, modified)
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Responsibility: Development Services and Public Works Departments

Time Frame: 1-3 years

Funding Source: General fund (staff), ATP, or grants



IMPLEMENTATION-OS-2.4 Evaluate and implement, where feasible, linking natural habitat areas with interconnecting open space corridors, particularly those which provide animals and wildlife with access to drinking water and enhance biological diversity of the area. (Source: Existing Implementation FW-8)

Responsibility: Development Services Department

Time Frame: 1-3 years

Funding Source: General fund (staff) or grants

IMPLEMENTATION-OS-2.5 Evaluate the establishment of a conservation trust for the acquisition and maintenance of natural habitat areas to ensure permanent protection. Evaluate using grants, rather than tax revenues, to achieve this. (Source: Existing Implementation FW-9, modified)

Responsibility: Development Services Department

Time Frame: 1-3 years

Funding Source: General fund (staff), grants, or development fees

IMPLEMENTATION-OS-2.6 Support Shasta County Mosquito Abatement District and state and federal wetlands protection policies in acceptable disease vector control measures and ensure they are followed in the preservation of resources such as wetlands. (Source: Existing Implementation FW-10, modified)

Responsibility: Development Services Department

Time Frame: Ongoing

Funding Source: General fund (staff) or development fees

GOAL OS-3	Ensure that open space planning and development practices are consistent with hazard and flood mitigation efforts. (Source: New)
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POLICY-OS-3.1	Use a comprehensive approach that includes implementation of hazard mitigation plan development policies, as well as open space design strategies such as encouraging natural drainage areas and wetlands. (Source: New)
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IMPLEMENTATION-OS-3.1	Implement the Hazard Mitigation Plan as it pertains to development and open space ratios integrated into land use districts. Require a minimum of 100-year flood protection for new construction projects. (Source: New)
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Responsibility: Development Services Department

Time Frame: 1-3 years

Funding Source: General fund (staff) or grants

IMPLEMENTATION-OS-3.2	Encourage development of future detention and retention basins for joint stormwater management and park use, where feasible, and require coordinated City review regarding the selection of sites for any detention or retention basins and the use of stormwater runoff controls built into the landscape. (Source: Existing Implementation OSR-7)
------------------------------	---

Responsibility: Development Services Department

Time Frame: 1-3 years

Funding: General fund (staff), application fees, or grants

IMPLEMENTATION-OS-3.3	Continue to implement the Hillside Development Ordinance, which prohibits large-scale redistribution of earth and alteration of the topographic conditions on slopes. (Source: New)
------------------------------	---

Responsibility: Development Services Department

Time Frame: Ongoing development review

Funding Source: General fund (staff) and application fees

**GOAL OS-4 Promote and protect the City's historical, cultural, and archaeological resources.
(Source: New)**

POLICY-OS-4.1	Preserve historical or archaeological resources from development impacts and include appropriate mitigation to protect such resources. <i>(Source: New)</i>
POLICY-OS-4.2	Require consultation with affected communities, such as the Wintu, to determine the culturally appropriate treatment of historical or archaeological resources. This includes proper storage and handling, and potentially placing collections in a curated facility. These procedures should be based on existing federal curation standards. <i>(Source: New)</i>
POLICY-OS-4.3	Coordinate with public agencies and the Wintu to maintain the existing inventory of cultural resources in the City, including information about whether collections or sites are open to the public or have been placed in a curated site for public visitation. <i>(Source: New)</i>
IMPLEMENTATION-OS-4.1	<p>Develop an internal inventory of the City's historical, cultural, and archaeological resources and programs to protect them (shall remain confidential and unavailable to the public unless otherwise authorized). <i>(Source: New)</i></p> <p>Responsibility: <i>Development Services Department</i> Time Frame: <i>Ongoing</i> Funding Source: <i>General fund (staff)</i></p>

PUBLIC SAFETY & COMMUNITY HEALTH

reduces risk of public harm,
property damage, and economic
impacts from natural hazards,
public safety and emergency
evacuation measures, and overall
community health and wellness.



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SECTION 7. PUBLIC SAFETY AND COMMUNITY HEALTH ELEMENT

The City of Shasta Lake is a vibrant and diverse community that strives to provide safety and access to healthy lifestyles to its residents. This element identifies potential hazards and pollution sources, discusses important public safety issues, and highlights other community health, wellness, and safety priorities. The element provides goals, policies, and implementation actions to mitigate and protect the community against associated impacts. Specific topics covered in this element include:

- Public Safety and Emergency Response
- Natural Hazards
- Community Health and Wellness
- Environmental Quality (Noise and Air Quality)

General plans must include a safety element that covers protection from risks associated with the effects of natural hazards, especially on individuals with access and functional needs. General plans must also include a noise element prepared in accordance with guidelines adopted by the California Office of Noise Control that identifies and appraises noise issues from specified sources, such as high-volume roadways. In this element, noise is addressed under the Environmental Quality section (Section 7.5) along with air quality, which must also be addressed in general plans but is not required to be a standalone element. Although community health is not by itself a state-mandated general plan topic, wellness is a top priority for the City of Shasta Lake and the Cal. Gov't Code § 65303 allows local municipalities to adopt additional elements and topics to those required by state law when they relate to the physical development of the jurisdiction.

Many Public Safety and Community Health Element policies are interrelated with topics in the Land Use, Circulation, Conservation, Housing, and Open Space Elements. For example, land use maps seek to minimize future development in hazardous areas and to separate sensitive land uses, such as schools, from pollutant-producing uses like industrial and high-volume roadways. It is important to remember, however, that policies in the Public Safety and Community Health Element are tailored to address health- and safety-related issues.

The Public Safety and Community Health Element is also closely related to the City of Shasta Lake's Hazard Mitigation Plan (HMP), which plans for mitigation of hazards in more detail and is required for access to federal and state financial assistance programs. The HMP and this element discuss specific hazards with a high likelihood of occurrence or high impact severity that could potentially affect the City of Shasta Lake, including wildfire, flood, climate change, and geologic hazards. For these reasons, the most recent HMP is incorporated as part of the Public Safety and Community Health Element by reference.

7.1 Why Are Public Safety and Health Important?

Planning for growth and development requires consideration of a wide range of public health and safety issues. Many safety hazards are naturally induced, like seismic and geologic hazards, while some hazards are exacerbated by human activity and alteration of the natural environment, such as development in sensitive areas like floodplains. Other safety hazards are human-caused, including climate change and hazardous materials releases. Regardless of the specific hazard, hazard events have the potential to cause loss of life, injury, damage to property and infrastructure, or economic disruption. In order to mitigate these potential impacts, or avoid them altogether, planning and preparation are key.

The planning process for future growth and development should also account for issues related to overall community health and wellness. The health of a community is highly dependent on the availability of healthy foods and exercise and multitude of other environmental and socioeconomic factors. Planning, designing, and building a community that promotes both physical health and mental wellbeing through thoughtful consideration of these factors can improve the quality of life for all who live, work, or play there.

Many of the health and safety risks associated with development can be avoided through locational decisions made at the planning stages of development, while others may be lessened through the use of mitigation measures in the environmental review and land use regulation process. This element outlines the City of Shasta Lake's strategies for ensuring the maintenance of a healthy and safe physical environment.



Figure 7-1: Participants in the Annual CASA Superhero Run

Source: Healthy Shasta Facebook page

7.2 Public Safety and Emergency Response

The public health, safety, and general welfare of the community are of primary importance to the City of Shasta Lake. Preparation for emergencies and disasters require planning and community-wide organization. Cooperation and coordination with Shasta County, neighboring jurisdictions, and local agencies that provide public services is essential to ensuring a comprehensive preparedness and response to emergencies and disasters.

Click for Public Safety goals, policies, and implementation actions.

The two primary avenues for promoting community safety are through support of essential emergency services and through community awareness and engagement. This section also discusses a third community safety and protection prong: safety through design of the built environment.

7.2.1 EMERGENCY SERVICES

Fire protection for fire emergencies within city boundaries, including structures and vehicles, is the responsibility of the Shasta Lake Fire Protection District. For law enforcement services, Shasta Lake contracts with the Shasta County Sheriff's Office to protect citizens and property within the city.

Along with the below primary emergency services, the City of Shasta Lake utilizes various resources to ensure that residents and businesses are prepared in the event of an emergency, natural disaster, or multi-casualty incident, including the [Shasta County Health and Human Services Agency](#), Sheriff's Office, and Office of Emergency Services. These partner agencies provide emergency preparedness lists, emergency plan workbooks, and Homeland Security's Advisory System recommendations.

7.2.1.1 Shasta Lake Fire Protection District

The [Shasta Lake Fire Protection District](#) serves as the first responder in the event of a medical or fire emergency within the City of Shasta Lake. The District has three stations served by full time staff consisting of one Fire Chief, two Battalion Chiefs, three Captains, three Engineers, and multiple volunteers. It is estimated that the District runs an average of 1500 calls per district per year categorized as medical, fire, and other incidents. Most calls received annually are medical. The District also maintains an Insurance Services Offices (ISO) rating of 4 and has one of the lowest losses per incident ratios in the area.

7.2.1.2 Medical Services

Hospitals and medical centers serving Shasta Lake are located within Redding and include Dignity Health's [Mercy Medical Center](#), [Patients' Hospital of Redding](#), and [Shasta Regional Medical Center](#). Additionally, [Shasta Community Health Center](#) and [Central Valley Healthcare](#) provide urgent care and clinic services in the City of Shasta Lake. For ground ambulatory services, [American Medical Response](#) (AMR) Shasta County provides emergency medical transport services for southwestern Shasta County, including Shasta Lake. AMR Shasta County handles an average of 10,000 calls annually and employs approximately 60 paramedics and Emergency Medical Technicians (EMTs). AMR Shasta County also works closely with local emergency and public health agencies on community disaster preparedness. Emergency medical aircraft transport services are provided by California Highway Patrol, PHI Air Medical, and REACH 5 out of Redding.

7.2.1.3 Law Enforcement

The City of Shasta Lake contracts with the [Shasta County Sheriff's Office](#) to protect residents and property within city limits. The Shasta Lake Station, located on Red Bluff next to City Hall, primarily serves incorporated Shasta Lake and is comprised of one Lieutenant, two Sergeants, 10 Deputies, one Community Service Officer, and two Cadets who are responsible for maintaining a safe and secure environment for community members and visitors through crime prevention, law enforcement, and maintaining order. Local Sheriff's Deputies focus on safeguarding the public and contributing to quality of life in Shasta Lake. (Shasta County Sheriff's Office, n.d.)

The County Sheriff's Office also operates the Lake Shasta Boating Safety Unit, Shasta County Jail, Shasta County Coroner's Office, and the Office of Emergency Services and provides investigative services for



homicide, sexual assault, or robbery. Dispatch responsibilities are assumed by the county for both emergency and non-emergency requests for service, including for Search and Rescue, K-9, Bomb Squad, Dive Team, Special Weapons and Tactics (SWAT), and Air Support. (*Id.*)

7.2.1.4 Emergency Operations

The [Shasta County Office of Emergency Services \(OES\)](#), located south of the City of Shasta Lake in Redding, coordinates with local agencies and jurisdictions, as well as state and federal agencies, to prepare for, respond to, and recover from emergencies and disasters. The OES is responsible for maintaining and updating the Shasta County Emergency Operation Plan, which serves as a guide to ensure optimum flexibility during emergencies and is the county's all-hazards plan. The City of Shasta Lake participates in and utilizes the Shasta County Emergency Operation Plan and Emergency Alert System to transmit emergency information to the public. (*Id.*)

Shasta County OES also maintains the Emergency Operation Center (EOC) from which emergency incident responses are coordinated and supported. One of the primary responsibilities in maintaining the EOC is keeping staff trained and ready to respond quickly and efficiently in the event of an emergency. Shasta County OES works closely and assists other local agencies in emergency preparedness plans and disaster training.

For large-scale emergencies and disasters, mutual aid from neighboring jurisdictions and agencies may be necessary. As part of the Shasta Operational Area, the City of Shasta Lake is located within Office of Emergency Services Region III and requests aid through this region. The Shasta County OES is the Law Enforcement Mutual Aid Coordinator for Region III. The OES provides technical advice and assistance to the Sheriff's Office on local emergency declarations and can work directly with the California Governor's Office of Emergency Services to obtain Presidential proclamations for major incidents.

7.2.2 COMMUNITY AWARENESS AND ENGAGEMENT

Community engagement is the process of working collaboratively with groups of people to address issues affecting those people. Public outreach to Shasta Lake residents to engage and inform them on safety issues benefits the community as a whole and promoting awareness about the city's law enforcement in coordination with Shasta County Sheriff's Office and emergency response efforts builds better partnerships between agencies and community members.

Sponsoring neighborhood watch programs gives residents means to organize and strengthen the social and economic fabric on the community. Citizen police academy programs are another effective outreach strategy that work to educate residents about the intricacies of law enforcement and emergency response services. This type of program can take different forms, generally a city-organized program giving interested residents a glimpse into emergency response operations and the laws that govern emergency response. Ride-along programs, such as the one offered by the Shasta County Sheriff's Office, are an example of how to spread community awareness about law enforcement efforts.

For years, the City of Shasta Lake has hosted a [National Night Out](#) event in partnership with the Shasta Lake Sheriff's Office. National Night Out is observed on the first Tuesday in August and serves to increase awareness about law enforcement programs and community partnerships in the city. The event informs

residents about crime prevention, safety, general health, and the importance of building a strong community. See Figure 7-2.

Similar to a citizen police academy, the Shasta County Sheriff's Office established a [Citizen Volunteer Patrol \(CVP\)](#) program in 1996. This community-based crime prevention program exercises proactive law enforcement principles and is designed to provide supplemental detection and reporting of criminal activity to the Sheriff's Office. The CVP is made up of volunteer residents of Shasta County who wish to take an active role in serving their community. (Shasta County Sheriff's Office, n.d.)

An adjacent program to the CVP is the [Law Enforcement Explorer Program](#), which is aimed at community members ages 14 to 21. Participants in this County Sheriff's Office program receive hands-on training in domestic violence, hostage negotiation, traffic stops and collisions, use of force, CPR and First Aid, and other topics. (*Id.*)

To spread awareness of fire threats and ways to reduce fire risk in the community, the Shasta Lake Fire Protection District offers a smoke detector program and wildfire mitigation guidance. CPR and First Aid courses are also offered on a regular basis.

7.2.3 SAFETY THROUGH DESIGN

Land use decisions have a direct impact on emergency operations, access, and evacuation in the event of a major disaster. Poor planning, site and building design, and maintenance of road networks and other critical facilities can severely hinder both emergency response and resident evacuation. A properly-designed and well-maintained street network that considers existing population densities and projected future growth is integral to saving lives, preventing property damage, and minimizing economic and social disruptions from disasters.

7.2.3.1 Emergency Evacuation

The City of Shasta Lake strives to be prepared for natural disasters or other emergency events requiring evacuation in partnership with the Shasta Lake Fire Protection District and Shasta County OES. The City continues to assess and improve evacuation capacity, safety, and viability under a range of emergency evacuation scenarios, including through mitigation actions in the HMP. The primary evacuation routes for the City of Shasta Lake funnel traffic to Interstate 5, which generally runs north-south along the city's eastern boundary. Figure 7-3 displays Interstate 5 (I-5) and the City of Shasta Lake's other main evacuation routes and intersections.



Figure 7-2: National Night Out, 2019

Source: City of Shasta Lake Facebook page

Lake Boulevard is a key north-south egress route for the western portion of the city and especially for recreation areas located around Shasta Dam. Between Interstate 5 and Lake Boulevard, which exits the city limits along the southwestern boundary towards the City of Redding, Shasta Dam Boulevard and Pine Grove Avenue are the other main evacuation routes. Pine Grove Avenue serves the southern portion of the city to direct traffic east or west, while Shasta Dam Boulevard does the same for the population located in the northern half of the city. However, there is a pinch-point for large vehicle traffic where Shasta Dam Boulevard passes under the Union Pacific Railroad tracks at a substandard clearance. For this reason, Ashby Road is a critical local road for egress from the downtown area to Pine Grove Avenue and out of the city. Cascade Boulevard (parallel to Interstate 5) and Akrich Street (east of Interstate 5) are also key evacuation routes for residents in the Pine Grove area of the city. Due to the city's origins as five separate boomtowns, there are a limited number of other local streets that can be used to evacuate people from Shasta Lake to access broader connections outside of the city limits.

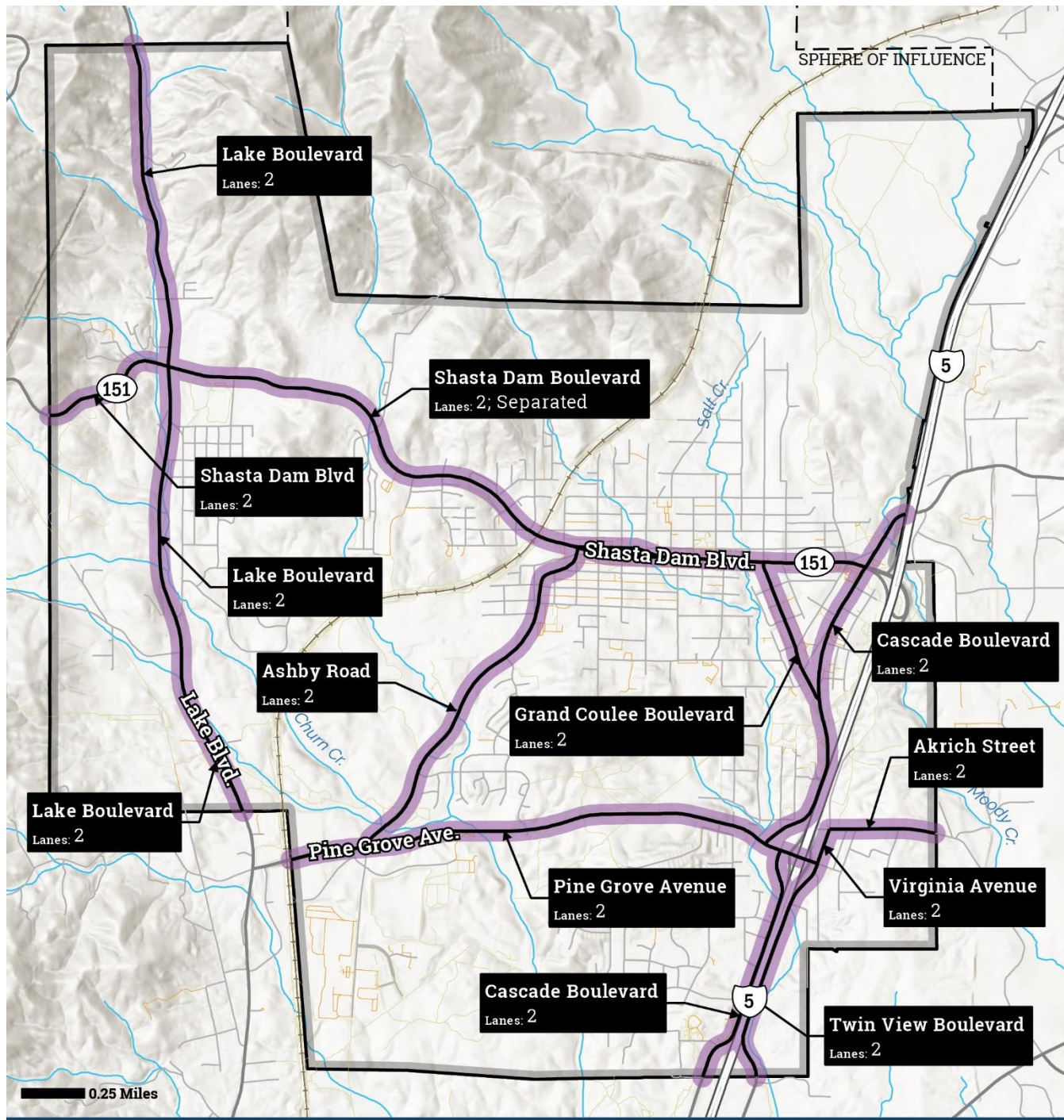
Evacuation Zones

Shasta County OES utilizes pre-identified evacuation zones for unincorporated Shasta County, including areas around the City of Shasta Lake. These zones help emergency management staff effectively coordinate evacuation efforts on a neighborhood scale to warn residents and businesses of the need to prepare to or actively retreat from a threat, most likely to be wildfire. Zones are identified based on area-specific characteristics and constraints, which may consider the location and density of development, number and condition of available egress routes, emergency resource access and availability, and vulnerability of those populations within the area, among other factors. The City may also adopt evacuation zones to aid in emergency coordination and response efforts.

Wildfire Evacuation Scenario

The threat of wildfire for the City of Shasta Lake is of great concern, as evidenced by the historic wildfires that have occurred in and around the city (discussed in the city's HMP) and as detailed in the Wildfire Hazard section of this element (Section 7.3.1). The wildfire return interval in this area is 10 years or less and the city is surrounded by state and federal lands within Very High Fire Hazard Severity Zones that the city has no control over (see Figure 7-7). Also, as discussed in more detail in Section 7.3.1, there are existing developed subdivisions within the city that are currently limited to only one egress route. For these reasons, being prepared for a significant wildfire event is a top priority for the City of Shasta Lake and coordinating agencies.

A wildfire event could occur on the west, south, north, or east boundaries of the city because the city is surrounded by heavily forested areas where there is a large volume of fuel available. However, it is most likely that an emergency evacuation would funnel traffic south towards the City of Redding using either Lake Boulevard or I-5. Figure 7-3 highlights the main evacuation routes within the city limits and identifies the number of lanes available. All evacuation routes are city- or state-owned and maintained with at least two lanes. Additional assessment of evacuation capacity, safety, and viability under a range of emergency evacuation scenarios will be conducted in the future, as identified in the HMP.



EVACUATION ROUTE

Evacuation Routes City of Shasta Lake

Figure 7-3: Evacuation Routes



7.2.3.2 Private Site Access

Streets are complex places that serve multiple and, at times, competing needs. Residents expect a place that is relatively quiet, that connects rather than divides their neighborhood, where they can walk the street easily and safely, and where vehicles move at reasonable speeds. Other users, including emergency service providers, solid waste collectors, and delivery trucks, expect access that can be safely and efficiently used to perform their services. The community recognizes balancing the needs of these different users is a challenging task. The Land Use and Circulation Elements provide additional detail on this topic, and this discussion is focused on private access design.

Development in the City of Shasta Lake is designed to accommodate emergency access and facilitate evacuation in the event of an emergency, where feasible. Incorporating emergency access and evacuation into site design includes designing access roads and future rights-of-way to facilitate access and turnaround space for large emergency vehicles, such as fire apparatus, while also accommodating compact, pedestrian safe access design. There are a variety of ways to design rights-of-way to accommodate emergency vehicles.

The City also uses minimum design standards for emergency vehicle ingress, turnarounds, and egress on private property that accommodate access and maneuvering space for large fire apparatus. These designs for private driveways and parking areas help ensure that emergency vehicles and personnel can approach residences and other structures, perform necessary emergency procedures, and then exit the property safely and quickly.

7.2.3.3 Emergency Water Supply

Water supply adequate for fire suppression is an important design component in new or rehabilitated development. Water supply for fire suppression must comply with California Code of Regulations, Title 24 (Building Code) and should be available at flows appropriate for all developable areas over and above normal community water uses. The Shasta Lake Fire Protection District reviews specific fire suppression plans for new development, including the need for automatic sprinkler systems in multi-family and single-family residential developments. The District also provides input on the design of additional above- or below-ground emergency water storage to ensure capacity for required periods of fire flow if they cannot be obtained with the city's water system.

7.2.3.4 Crime Prevention

Proper design of the built environment can assist in reducing crime and increasing both the sense and reality of safety. An effective deterrent to criminal activity is the risk of being caught. Design of public spaces that creates natural surveillance, can create safer environments with more eyes on the street.

Strategies for Crime Prevention Through Environmental Design (CPTED) include increasing pedestrian and bicycle traffic, locating windows to overlook sidewalks and parking lots, and installing fencing, landscaping, or lighting to control access around public spaces and common areas. Figure 7-4 displays the elements of CPTED. The physical condition and maintenance of properties can signal whether an area is cared for or neglected; good property maintenance can in turn deter criminal activity. Programs to address community conditions may include graffiti removal, litter clean ups, and beautification. (International CPTED Association, 2020).

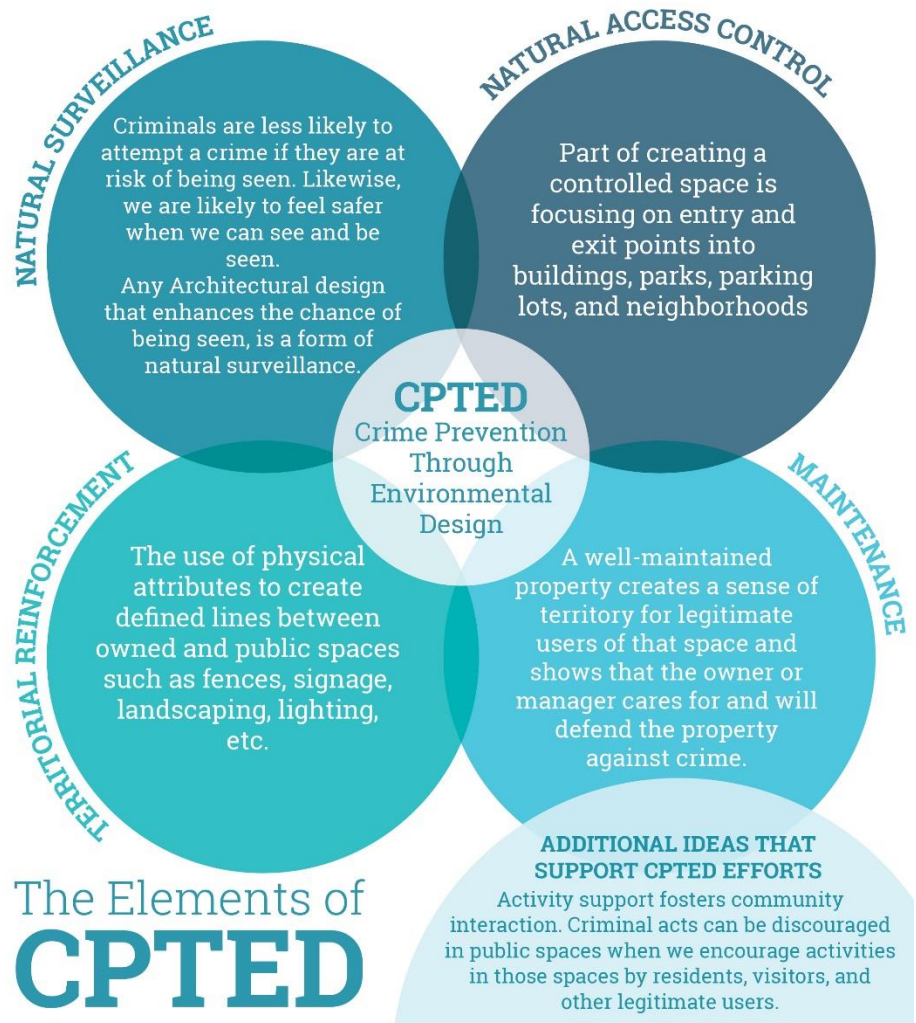


Figure 7-4: Elements of Crime Prevention Through Environmental Design (CPTED)

Source: DP+S, adapted from City of Albany, OR website (cityofalbany.net)



7.3 Natural Hazards

One of the primary goals of this Public Safety and Community Health Element is to address natural hazards that present risks to the City of Shasta Lake. The policies and implementation actions in this section seek to identify ways to reduce any potential for short- and long-term risk of injury, loss of life, property damage, and socioeconomic impacts from natural hazard events to which the city is vulnerable.

Click for Natural Hazard goals, policies, and implementation actions.

The City of Shasta Lake Hazard Mitigation Plan (HMP) provides additional detail and background information and describes implementation strategies to support the hazard-related goals and policies in this element. The HMP and this element provide for effective, comprehensive strategies to mitigate the effects of natural hazards and recover from events quickly with fewer impacts to people, property, and infrastructure.

The HMP identifies resources, information, and strategies to reduce risk, and it provides a tool to measure success of mitigation implementation on a continual basis. The strategies identified in the HMP were developed with the following intentions:

- Risk reduction from natural hazards through a set of defined mitigation actions.
- Establishment of a basis for coordination and collaboration among participating agencies and the community.
- Assist in meeting the requirements of federal assistance programs.

The HMP and this element discuss specific hazards with a high likelihood of occurrence or high impact severity that are located within or could potentially affect the City of Shasta Lake, including wildfire, flood, climate change, and other hazards. ***The most recent update of the HMP is incorporated as part of the Public Safety and Community Health Element by reference.***

7.3.1 WILDFIRE HAZARD

The City of Shasta Lake generally faces a wildfire threat annually, and a significant portion of the population, property, land uses, facilities, and infrastructure within the city are exposed to this hazard. The [California Department of Forestry and Fire Protection \(CAL FIRE\)](#) identifies areas of greatest risk, known as Very High Fire Hazard Severity Zones (VHFHSZ), based on data and models of potential fuels over a 30- to 50-year time horizon, expected fire behavior, and expected burn probabilities to quantify the likelihood and nature of fire exposure. (CAL FIRE, n.d.) The City of Shasta Lake uses the most current mapping and data available in this element and the HMP to accurately identify wildfire risk and exposure.

Click for Wildfire goals, policies, and implementation actions.

Wildfires can be ignited by lightning or by human activity, such as smoking, campfires, equipment use, and arson. While some wildfires are allowed to burn naturally in order to maintain or restore the health of forest lands, out of control wildfires need to be prevented through cooperative, community, and land management planning. (United States Forest Service, n.d.)

Wildfires endanger community health and wellness, can result in injury and death, and can lead to longer-term trauma. Wildfires are also costly, putting property at risk and compromising rivers and watersheds, open space, recreational opportunities, wildlife habitats, endangered species, historic and cultural assets, scenic assets, and local economies. Vulnerability to flooding increases following a wildfire due to the destruction of forest and ground cover within watersheds. The potential for significant damage to life and property increases in areas where development is adjacent to densely-vegetated areas, known as the wildland-urban interface (WUI). (FEMA, 2020)

Historically, there have not been many resident groups formed for the purposes of wildfire prevention. Fire Safe Councils, for instance, have been nonexistent. This is slowly changing, with the recent establishment of the Shasta County Fire Safe Council (SCFSC). The SCFSC provides resources for coordination, communication, and support to decrease catastrophic wildfire throughout Shasta County. In addition, the 2019 City of Shasta Lake Wildfire Mitigation Plan for the City's Electric Department and the 2016 Shasta County Community Wildfire Protection Plan (CWPP) outline several priorities for the City. The 2016 County CWPP is currently undergoing updates. These efforts could result in the City of Shasta Lake's first Community Wildfire Protection Plan. The City of Shasta Lake continues to work on wildfire mitigation through on the ground defensible space projects in partnership with local agencies like Western Shasta Resource Conservation District, and through planning documents such as the hazard mitigation plan and wildfire mitigation planning for the city's electric utility.

As discussed and mapped in more detail in the HMP, the City of Shasta Lake has experienced several wildfires in recent history. The largest recent wildfire event was the Carr Fire in 2018, which burned around Shasta Lake near the city's western border in Shasta and Trinity Counties. The Carr Fire lasted for 37 days, burned a total of 229,651 acres, destroyed 1,614 structures, and caused three fatalities.



Figure 7-5: Fawn Wildfire Smoke Seen from the City of Shasta Lake

Source: City of Shasta Lake



September of 2021 brought another wildfire to the City's doorstep. The Fawn Fire (Figure 7-5) was ignited by arson on September 22, 2021 and burned over 8,500 acres northeast of the city and along the Shasta Lake shoreline. The Fawn Fire was completely contained as of October 2, 2021.

7.3.1.1 Local Conditions

The City of Shasta Lake lies at an elevation of 670 - 2,000 feet above sea level and includes oak woodland fuels and a high combination of brush fuels, much of which is at least 50 years old and laden with sufficient dead and fine fuels to sustain large and damaging fires. (Shasta County CWPP, 2016) The hilly and mountainous terrain on the north and west sides of the city strongly influences both wildland fire behavior and fire suppression challenges. Wind is also a significant factor in the spread of fire, as fires spread faster and burning embers are carried with the wind to adjacent exposed areas. A related concern in built-out areas is the relative density of vegetative fuels that can serve as sites for new spot fires within the urban core and spread to adjacent structures.

The City of Shasta Lake has dry summers where little rain falls from early June through late October. Depending on the location, elevation, and weather patterns, the declared fire season typically lasts from early June to mid or late October. The fire season is a time of increased risk to residential and other development within the city and neighboring areas.

7.3.1.2 Wildfire Protection Responsibility

Local, state, tribal, and federal organizations all have legal and financial responsibility for wildfire protection. In many instances, two fire organizations have dual primary responsibility on the same parcel of land, one for wildfire protection and the other for structural fire protection. To address wildfire jurisdiction responsibilities, in 1981 the California State Legislature outlined various wildfire responsibility areas.

Federal Responsibility Areas (FRAs) are fire-prone wildland areas that are owned or managed by a federal agency, such as the United States Forest Service, Bureau of Reclamation, National Park Service, Bureau of Land Management, Fish and Wildlife Service, or Department of Defense. Primary financial and rule-making jurisdiction authority rests with the federal land agency; because of this, FRAs are not given wildfire severity rankings by CAL FIRE. In many instances, FRAs are interspersed with private land ownership or leases. Fire protection for developed private property is usually the responsibility of the relevant local government agency, not the relevant federal land management agency. Some areas surrounding Shasta Lake are FRAs.

State Responsibility Areas (SRAs) are lands in California where CAL FIRE has legal and financial responsibility for wildfire protection. CAL FIRE administers fire hazard classifications and building standard regulations in these areas, which are defined as unincorporated county areas not federally-owned that have watershed, range, or forage values. CAL FIRE adopts SRA boundaries and updates them every five years. Where SRAs contain structures or development, the relevant local government agencies have fire protection responsibility for those improvements. Some areas surrounding Shasta Lake are SRAs.

Local Responsibility Areas (LRAs) include land in cities, cultivated agriculture lands, unincorporated non-flammable areas, and other lands that do not meet the criteria for SRA or FRA. LRA fire protection is

typically provided by city or county fire departments, fire protection districts, or by CAL FIRE under contract to local governments. LRAs may still include areas of flammable vegetation and the WUI. The City of Shasta Lake is an LRA aside from a few federal properties located within the City.

Figure 7-8 and Figure 7-7 show the acres of land within each responsibility area and the distribution of wildfire protection responsibility in and around the City of Shasta Lake. One of the city's top priorities is to improve coordination within FRAs and SRAs to reduce wildfire risk surrounding the city. Fuel reduction projects are ongoing on federal, state, and private lands in the City of Shasta Lake. Such projects include vegetation management, broadcast burning, pre-commercial thinning, and the removal of dead, dying, and diseased trees.

Wildfire protection responsibility is also shared with local emergency services. The [Shasta County Office of Emergency Services \(OES\)](#), located in Redding, coordinates with local agencies and jurisdictions, as well as state and federal agencies, to prepare for, respond to, and recover from emergencies and disasters, including wildfires. The OES is responsible for maintaining and updating the Shasta County Emergency Operation Plan, which is the county's all-hazards plan and serves as a guide to ensure optimum flexibility during emergencies. The Shasta Lake Fire Protection District is also responsible for wildfire protection within or around the City of Shasta Lake, as shown in Figure 7-7.

Greenbelts as Wildfire Protection Buffers

The most direct threat to the City of Shasta Lake are the acres of thick, unmitigated wildland forest within VHFHSZs surrounding the city, especially to the west, north, and east of the city. Winter storms and high wind events can down trees and break limbs, increasing both ground and ladder fuels that feed wildfires. More frequent droughts and increasingly hot summers also contribute to this escalating threat by straining and drying vegetation. The city is vulnerable to extreme wildfire events approaching from FRAs and SRAs beyond the city limits, even as the City works towards defensible space in city boundaries and requires such on private property to remove and separate fuel sources. A potential solution to help address this issue is the creation of greenbelts in strategic locations around development areas.

Greenbelts are broadly defined as open space, parks, preserves, or agricultural lands where development is limited or prohibited altogether. Although most people are familiar with greenbelts as nature preserves, they can be recreational in nature, including play fields, golf courses, and bicycle or pedestrian paths, or they can be working lands, such as orchards and farms. These greenbelt areas play a critical role in reducing losses during wildfire events due to several core characteristics, including:

- Separating wildlands from and buffering developed areas;
- Serving as strategic locations for wildfire defense;
- Reducing fuel sources through land management and stewardship; and
- Conserving biodiversity and supporting overall ecological health. (Greenbelt Alliance, 2021)

To be effective buffers against wildfire, greenbelts must be consistently managed. Land stewardship that aims to protect biodiversity alongside reducing wildfire risk can result in healthier fire-prone and fire-dependent ecosystems and contribute to overall resilience. Ongoing adaptive management for these lands may include prescribed or cultural burns, targeted removal of dead vegetation, and creation of strategic fuel breaks. Greenbelt size parameters should be site-specific, but the most cost-efficient and

effective range is an area of 300 feet to a quarter-mile wide adjacent to developed areas and communities. (*Id.*) For context, a quarter-mile buffer around the city is shown in Figure 7-7.

Even when they do not stop a wildfire, well-managed greenbelts reduce fire intensity and slow spread, providing more time for evacuation and setup of firefighting resources. Recreational greenbelts, especially those with roads or established trail systems, offer access and space for staging equipment, allowing emergency personnel to deploy defensive measures, such as digging firebreaks or setting backfires. The 2019 Kincadee Fire in Sonoma County offered a dramatic example of this function where firefighters were able to pre-position teams within a 211-acre regional park bordering the Town of Windsor, saving lives and homes, as shown in Figure 7-6.



Figure 7-6: Kincadee Fire Greenbelt Burn Area

Source: Tom Rennie, courtesy of Greenbelt Alliance

7.3.1.3 Existing and Future Development

The majority of land within VHFHSZs has been and will be developed for residential uses. See Figure 7-9 and Figure 7-10 for details on acres and locations of different future land uses within VHFHSZs.

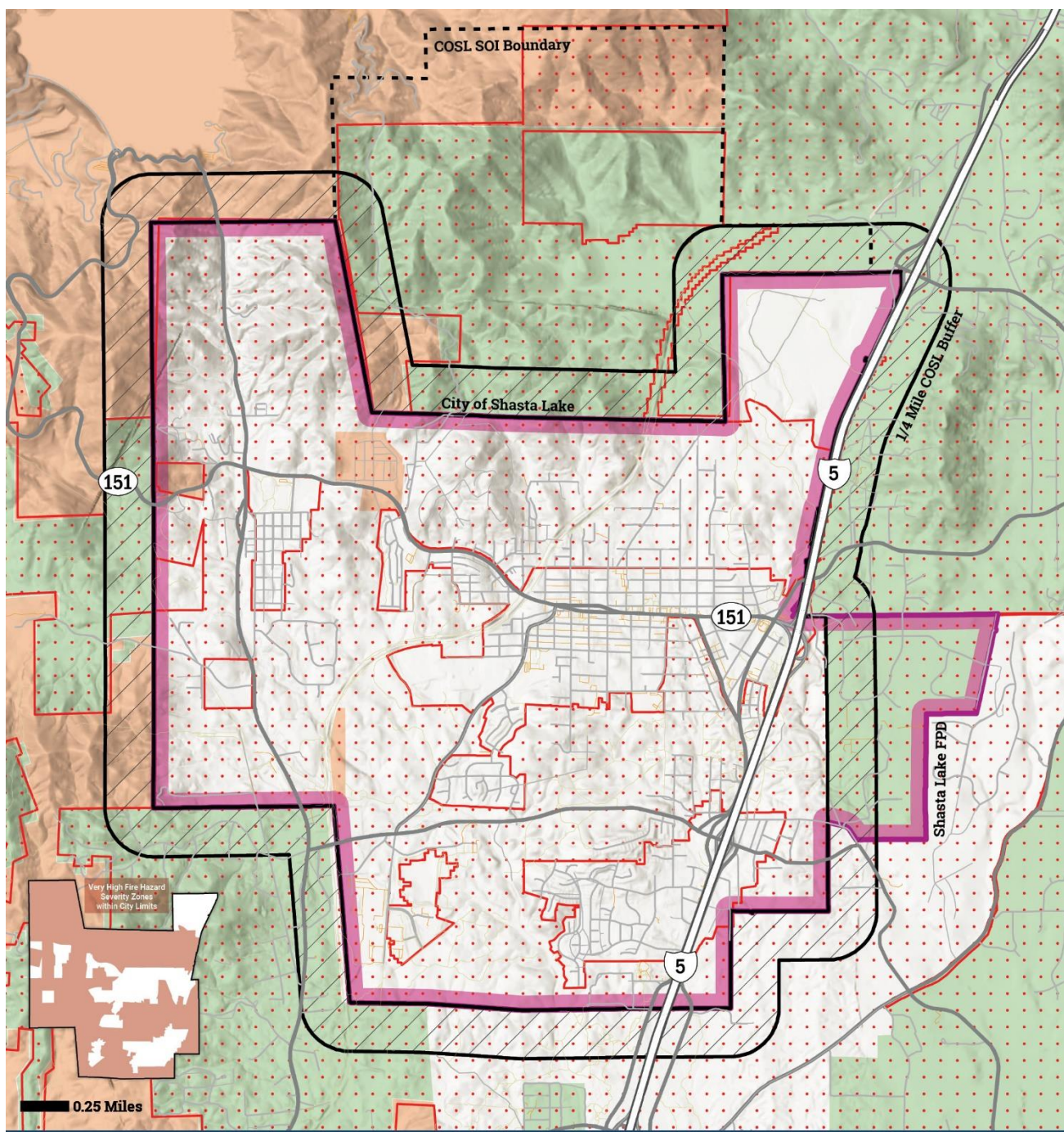
The [City of Shasta Lake Municipal Code](#) supports reducing wildfire risks by requiring defensible space standards to be maintained for development in fire-prone areas, per the Cal. Pub. Res. Code § 4291. These include requirements for pre-development review of major projects, as well as a landscape documentation package. (§ 12.36.062 and § 15.10.050 of the Municipal Code) Strengthening standards for site access for emergency vehicles and emergency water supply, both on individual properties and for subdivisions, would reduce risk further and aid in firefighting efforts.

Subdivisions developed before the City of Shasta Lake incorporated are at increased risk from wildfire since they often have narrow, one-lane roads with limited or no emergency community water supplies. They also often only have a single access road for ingress and egress. Some subdivisions were developed to include emergency access roads; however, many of these roads have not been adequately maintained and are overgrown to the extent that they are impassable. (Shasta County CWPP, 2016) An inventory of existing subdivisions without adequate emergency access or water supplies is necessary to fully understand the magnitude of this problem and will assist the City of Shasta Lake in identifying potential area-specific solutions with input from affected community members.




For new subdivisions in high fire hazard zones, neighborhood fire protection and hazardous fuel reduction plans should be required to analyze risk and emergency response capabilities, identify safety requirements and mitigation measures for new construction, as well as promote public education. Ongoing implementation of such plans should be required and funded by new development. Strengthening the city's emergency access, emergency water supply, and defensible space standards for new development, including for the long-term maintenance of infrastructure, will also reduce risk in these fire-prone areas.

7.3.1.4 Public Facilities and Infrastructure

There are a significant number of critical and sensitive facilities, utilities, and lifelines located within the VHFHSZ and exposed to a greater risk from wildfire, as shown in Figure 7-11, Figure 7-12, and Figure 7-13. In addition, emergency service facilities are spread out across the city and may not provide adequate coverage to all current or future development within high severity zones. The future placement of such facilities should consider existing gaps in response capabilities as well as risk exposure. Other critical facilities and infrastructure should be located outside of high-risk areas, to the extent feasible, to minimize impacts to and disruption of essential services.



Wildfire Protection Responsibility Areas City of Shasta Lake

-  City of Shasta Lake 1/4-Mile Buffer
-  City of Shasta Lake Sphere of Influence
-  Very High Fire Hazard Severity Zones
Cal Fire




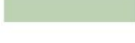
-  Fire Protection District
- Wildfire Protection Responsibility Areas**
-  Federal Responsibility Area
-  Local Responsibility Area (Unshaded)
-  State Responsibility Area

Figure 7-7: Wildfire Protection Responsibility Areas with Quarter-Mile Buffer

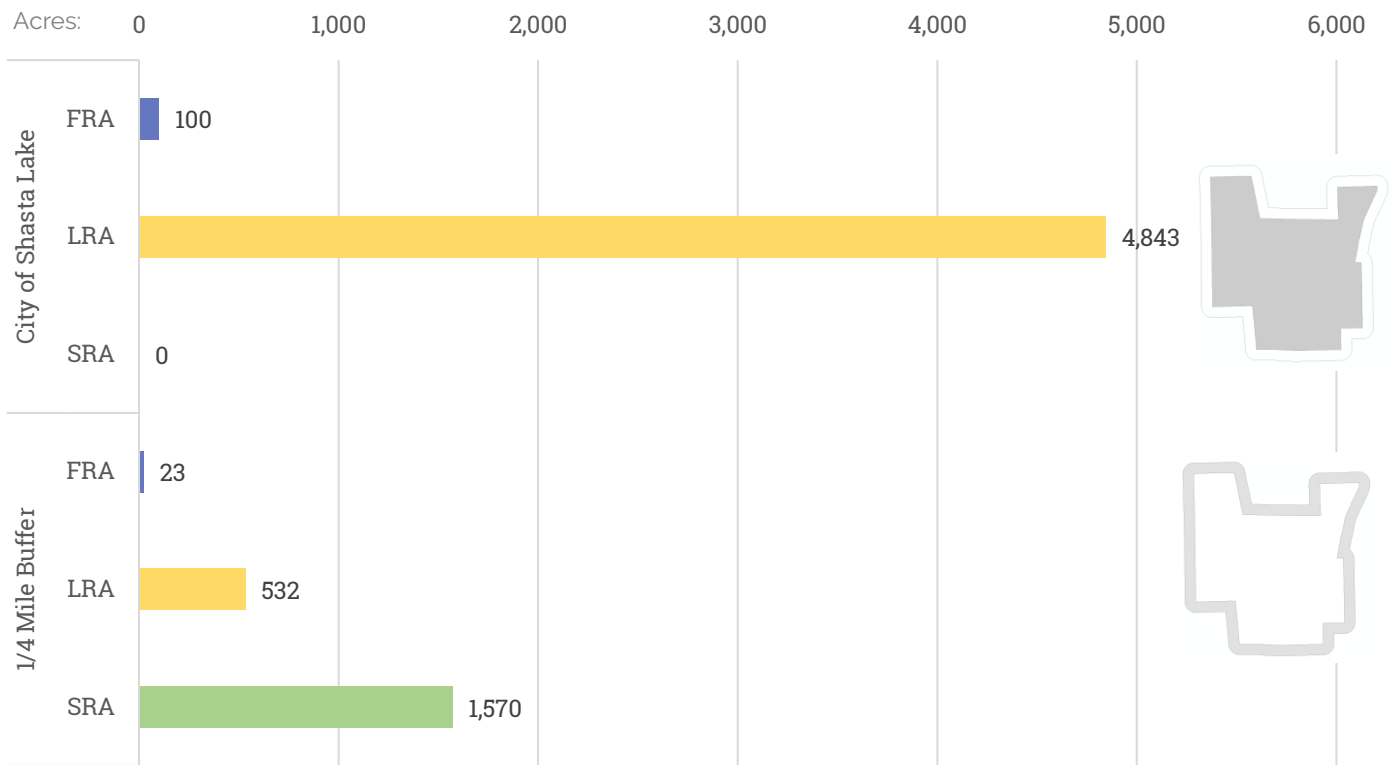
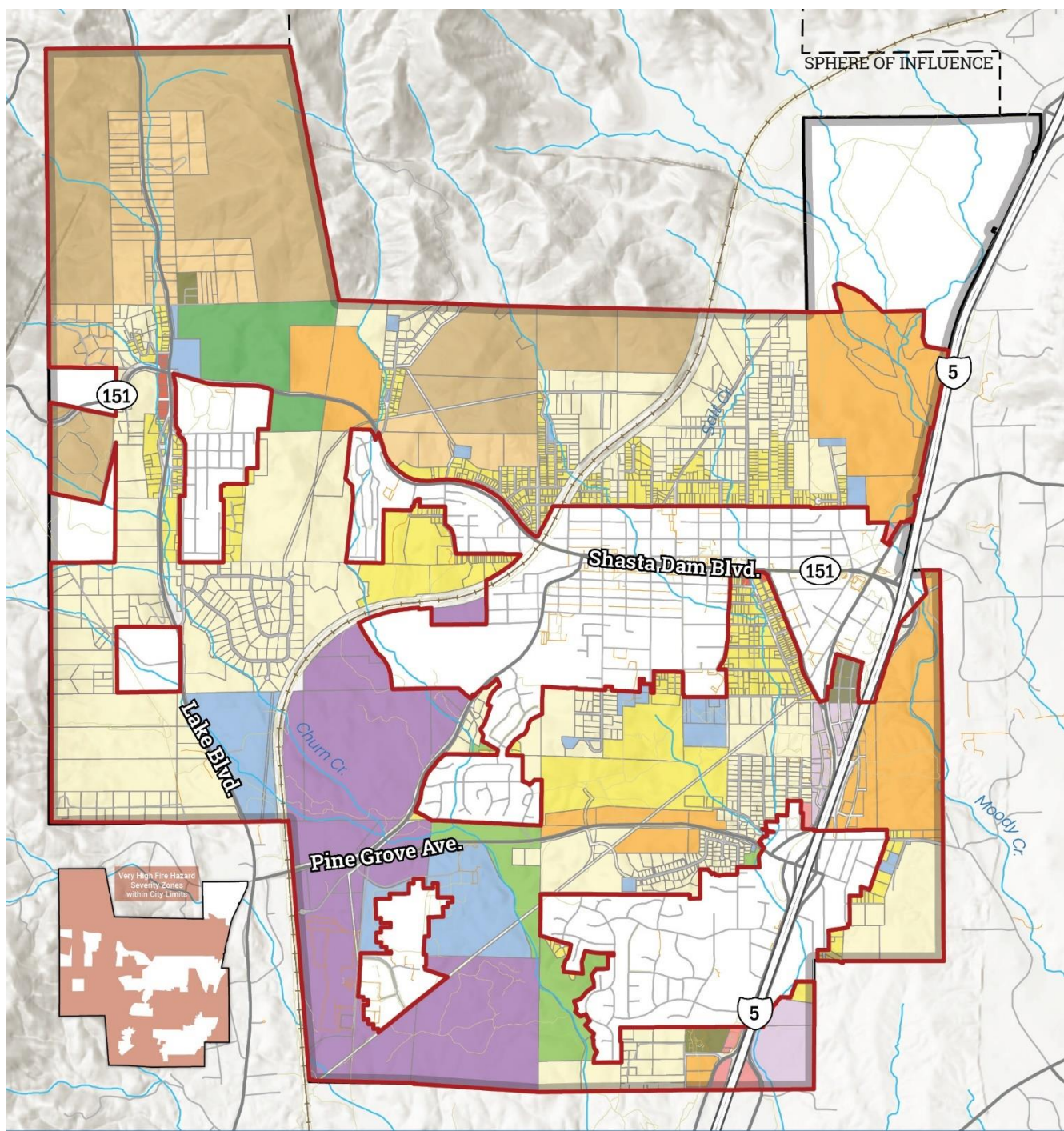


Figure 7-8: Acreage of Responsibility Areas within Very High Fire Hazard Severity Zones



Future Land Uses & Fire Risk

City of Shasta Lake

Very High Fire Hazard Severity Zones
Cal Fire

Land Use within Very High Fire Hazard Severity Zones

Commercial	Rural Residential A	Public Facilities
Industrial	Rural Residential B	Parks
Industrial Light	Suburban Residential	Open Space
Mixed-Use	Urban Residential	
Village Mixed-Use	Urban Residential High A	
	Urban Residential High B	

***Land use not shown outside hazard zones.**

Figure 7-9: Land Uses within Very High Fire Hazard Severity Zones

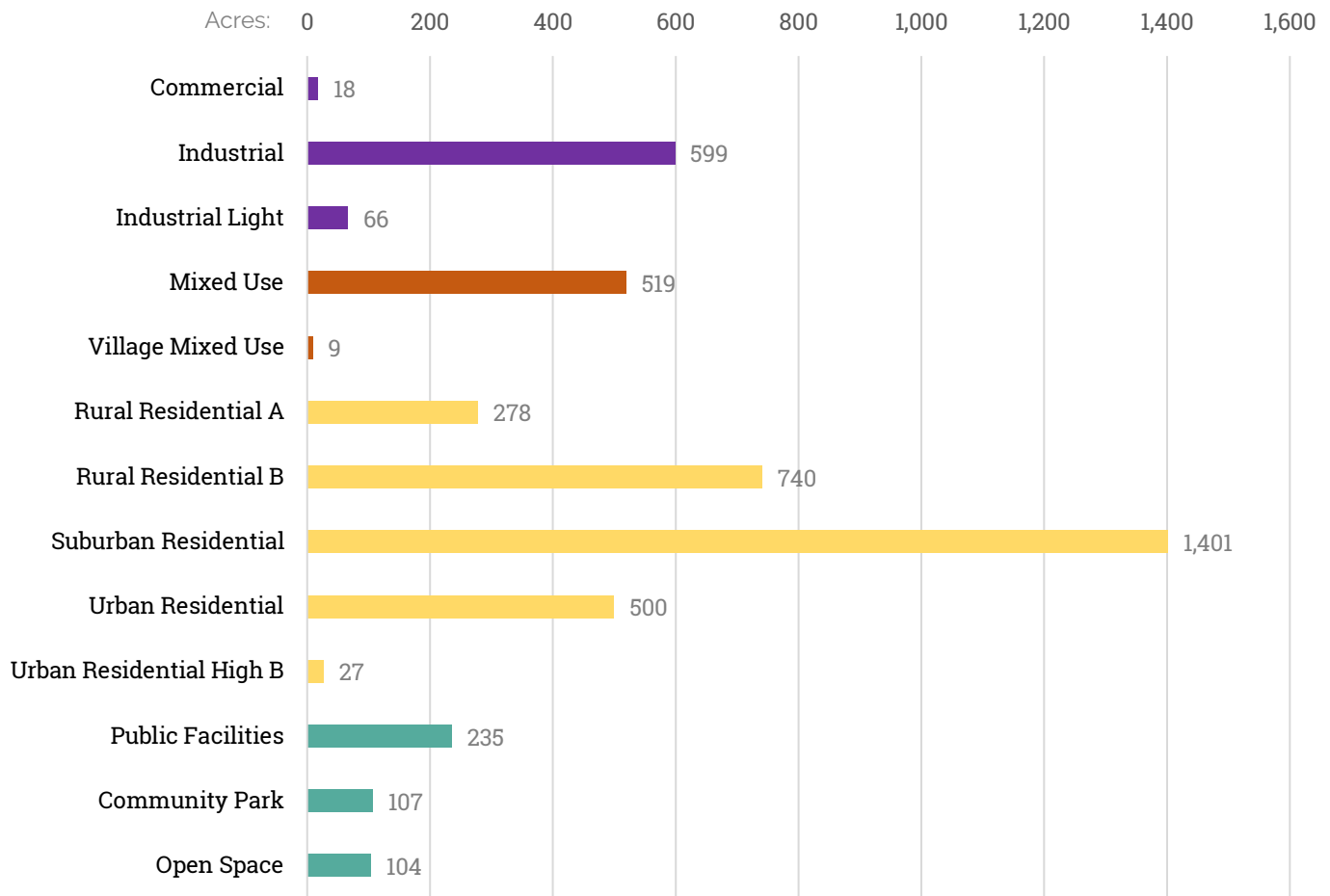
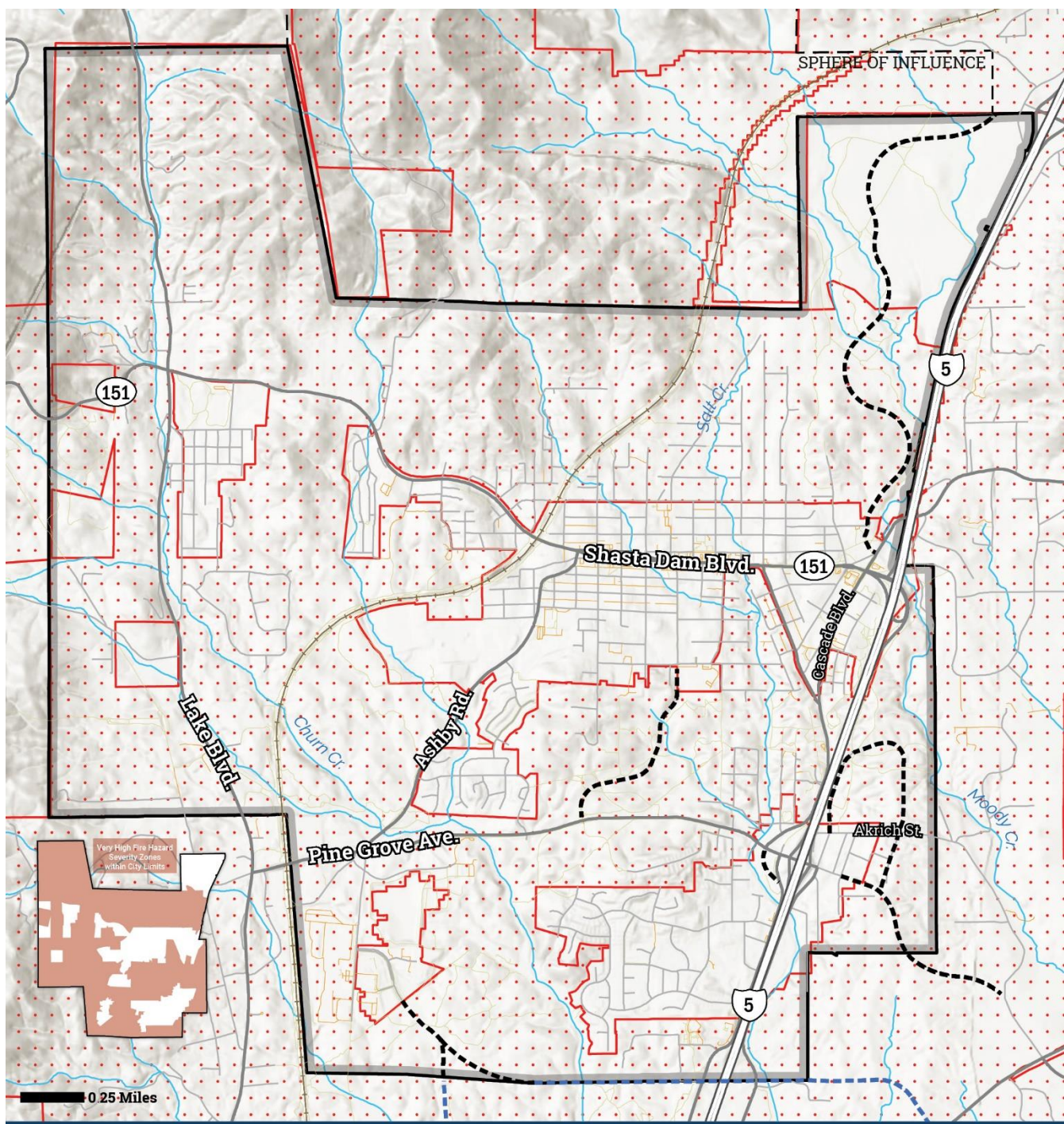


Figure 7-10: Acreage of Land Uses within Very High Fire Hazard Severity Zones



**Very High Fire Hazard
Severity Zones
Cal Fire**

Existing Roads

Highway

Primary/
Secondary

Residential

Path/Service

Proposed Road

Future Collector

Specific Plan

Roads and Fire Risk City of Shasta Lake

Figure 7-11: Roads within Very High Fire Hazard Severity Zones

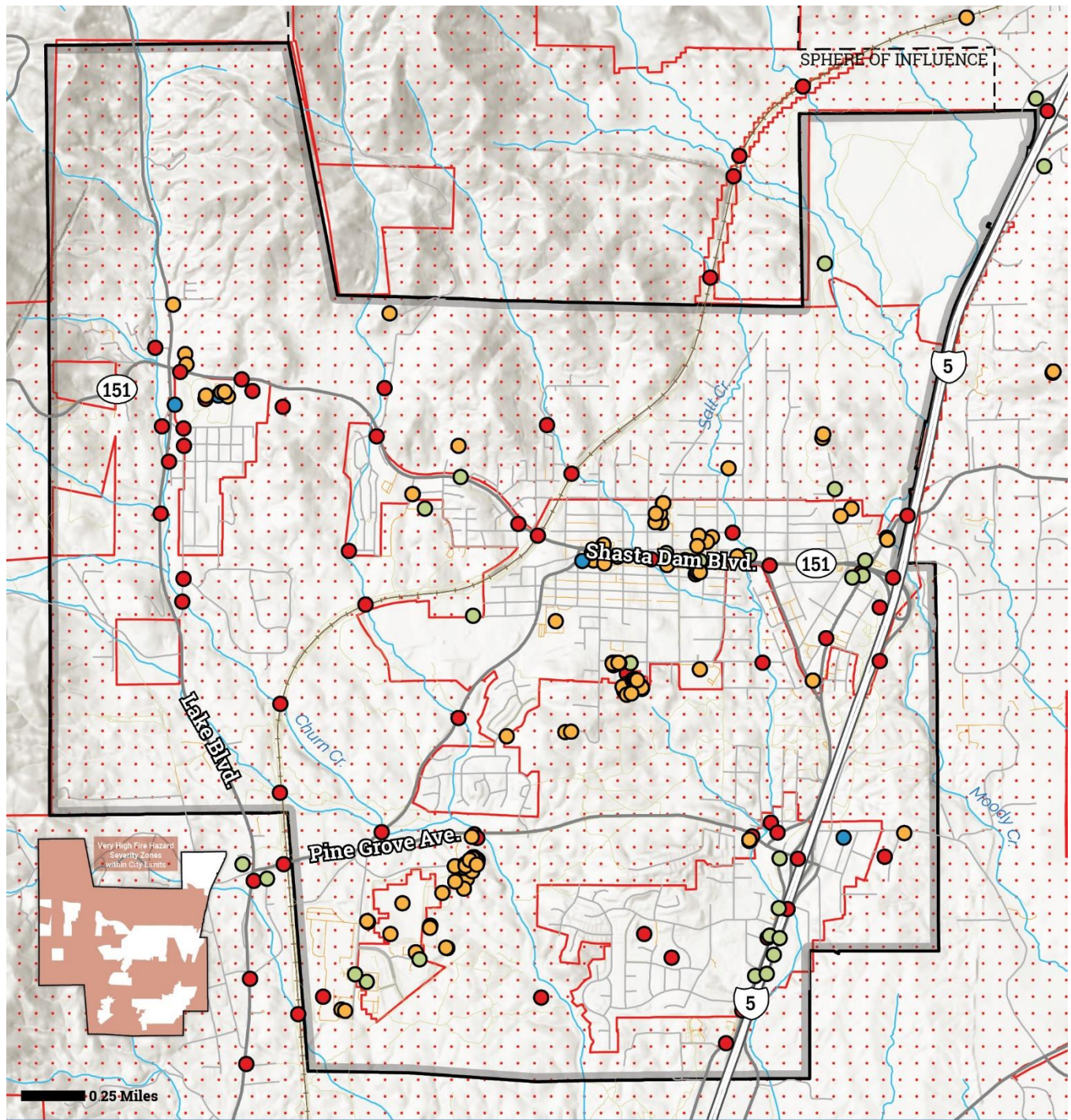


Figure 7-12: Critical Infrastructure within Very High Fire Hazard Severity Zones

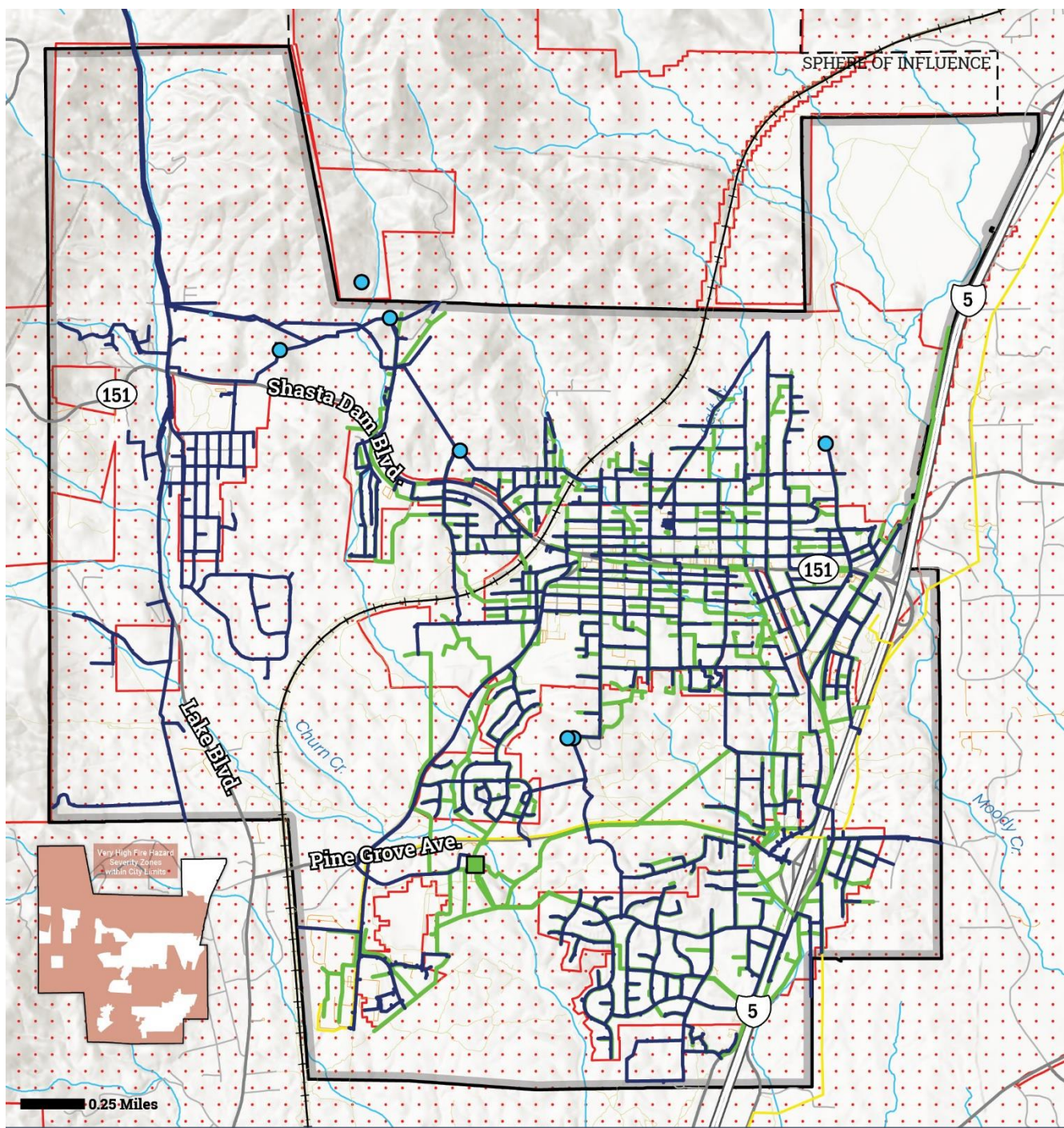


Figure 7-13: Utilities/Lifelines within Very High Fire Hazard Severity Zones

7.3.2 FLOOD HAZARD

Flood and severe rain events occur regularly in the City of Shasta Lake, and people, properties, and infrastructure located within the floodplain or near waterways are particularly vulnerable to this hazard. Flooding can also occur in or around stormwater drainage facilities or in low-lying, non-draining areas during intense rainstorms. The primary cause of flooding is extreme weather and excessive rainfall, either in the flood area or an upstream reach, with dozens of flood or flash flood events over the past twenty years.

[Click for Flood goals, policies, and implementation actions.](#)

7.3.2.1 Local Conditions

The drainage pattern in the City of Shasta Lake generally flows from northwest to southeast, and there are three major streams that begin north of the city and flow through the city before traveling south into Redding and then on to the Sacramento River. These streams include Churn Creek, Salt Creek, and Moody Creek, each of which drain sizeable areas ranging between 2,400 and 6,000 acres. Salt Creek collects runoff from the central core of Shasta Lake and converges with Churn Creek in the City of Redding. Moody Creek drains a small area in the eastern-most portions of the city. Properties located near these three streams could be prone to flooding.

Localized flooding associated with stream overflow occurs in the City of Shasta Lake when rainfall runoff volumes exceed the design capacity of drainage facilities or there is a lack of flood control structures in place. From November through May, heavy seasonal rainfall may occur and cause stream overflows and resulting in backyard flooding, flooding to garages, landscape erosion, and some street flooding. Flooding is more severe when antecedent rainfall has resulted in saturated ground conditions and often results in flooding to a number of streams. Specifically, the City of Shasta Lake's topography provides sufficient slope to expediently disperse stormwater runoff downstream; however, heavy rain events can cause critical capacities for some of these small streams from time to time.

7.3.2.2 Existing and Future Development

The best way for the City of Shasta Lake to reduce impacts from flooding is to ensure development is located outside flood-prone areas and is not increasing stormwater runoff vulnerabilities.

The City of Shasta Lake has a floodplain management ordinance (§ 15.04 of the Municipal Code) to minimize public and private losses due to flood conditions in flood hazard areas. The extent of flooding associated with a one-percent annual probability of occurrence, known as the base flood or 100-year floodplain per the Federal Emergency Management Agency (FEMA), is used as the regulatory boundary for enforcing floodplain development regulations. The 100-year floodplain helps identify the location and extent of flooding and is a convenient tool for assessing vulnerability and risk in flood-prone areas across the City of Shasta Lake. FEMA also defines the channel of the waterway and the land adjacent to it as the floodway. This zone must remain free from obstruction to ensure the 100-year floodplain flows can be conveyed downstream.

The regulations also include special attention to the management of altered natural floodplains, stream channels, and natural protective barriers, which help accommodate or channel floodwaters; the management of filling, grading, dredging, and other development which may increase flood damage;



and the prevention and regulation of the construction of flood barriers which will unnaturally divert floodwaters, or which might increase flood hazards in alternate areas.

The City's HMP includes mapping of the FEMA-designated floodplains and the identification of the applicable FEMA Flood Insurance Map (FIRM). The Open Space Element includes a natural resource overlay also depicting FEMA-designated floodplains (OS-Fig 6-1).

The city participates in the National Flood Insurance Program (NFIP), which provides flood insurance protection to owners of property located in flood-prone areas. Flood insurance is an important component of protecting properties and assists residents in recovery from severe rain and flooding.

Protecting wetlands and riparian corridors and constructing, maintaining, or enlarging drainage facilities can also reduce flooding impacts. New development can reduce flooding impacts by minimizing impervious surfaces and employing Low Impact Design elements to slow stormwater runoff. Because the City's Hazard Mitigation Plan is updated every five years, it is the best source to track existing and future development as it related to flood protection.

7.3.3 CLIMATE CHANGE HAZARD

Changes in extreme weather and climate events, such as heatwaves and droughts, are the primary way that most people experience climate change. Climate change is also expected to intensify impacts of natural hazards within Shasta Lake, namely high heat, drought, severe rain, and wildfire events. Secondary concerns include impacts to water supply, water quality, critical infrastructure, wildfire and habitats, and soil health.

Click for Climate Change goals, policies, and implementation actions.

The level of impact from these climate change-related events will vary and are beyond control of the City of Shasta Lake. Populations considered to be disadvantaged will face the greatest challenges in responding to the impacts of climate change due to low socio-economic status, language barriers, educational status, social connection, political participation, shelter security, and limited mobility.

The City's Climate Vulnerability Assessment, included as Appendix A of this Element, was conducted for each climate change-related vulnerability identified in the HMP. The HMP provides additional detail and analysis on assets and population that are most vulnerable to the impacts of climate change, including the latest data available from the [Cal-Adapt data center](#). The Climate Vulnerability Assessment estimates the impact of climate change and the city's capacity to adapt to the predicted future impact, known as "adaptive capacity," which is the existing ability to moderate climate change impacts. Impact and adaptive capacity rankings are then combined to give the climate change vulnerability score used to prioritize mitigation actions based on vulnerability to climate change. The scoring methodology is consistent with the [California Adaptation Planning Guide](#).

7.3.3.1 Local Conditions

The effects of climate change are varied and include extremes in precipitation and temperature. The City of Shasta Lake is already experiencing the regional impacts of climate change. Over the last 50 years, much of the U.S. has seen regional increases in prolonged periods of excessively high temperatures,

heavy downpours, severe floods, and droughts. California has also seen increased average temperatures, more extreme heat days, fewer cold nights, a lengthening of the growing season, shifts in the water cycle with less winter precipitation falling as snow, decreased summertime fog, and snowmelt running off earlier during the year. (Cal OES, 2018) Temperatures may increase as much as four to seven degrees Fahrenheit in the Shasta Lake region by the end of the 21st century. Annual precipitation will change as well. It is likely to be delivered in more intense storms, with shorter wet seasons and prolonged dry seasons. An “average” rainfall year will become less common, with a higher occurrence of extreme wet and dry years. (Houlton, Lund, 2018, p. 18).

7.3.3.2 Existing and Future Development

Because climate change is predicted to increase the severity and intensity of certain hazard events, development review and mitigation planning will need to take into consideration predicted worsening of hazard impacts from climate change. Shasta Lake has adopted the Green Building Standards Code, which exemplifies the actionable steps that the City is taking in order to set a precedent for reduced energy use, building with more sustainable materials, and employing better water conservation tactics. The City also works to address and reduce existing climate-related risks and future impacts on a holistic and programmatic level in partnership with regional entities.

Despite being a small city located in a rural environment, the City of Shasta Lake is regularly impacted by the urban heat island effect during the hot summer months. Increasing the tree canopy in the city will help reduce the urban heat island effect, as trees and other plants help cool the surrounding environment. Future development will focus landscaping efforts on increasing the tree canopy to help cool the city. Trees and vegetation are useful as a mitigation strategy when planted in strategic locations around buildings, or to shade pavement in parking lots and on streets.

7.3.4 GEOLOGIC HAZARDS

The City of Shasta Lake may be impacted by geologic hazard events such as earthquakes; slope failure such as landslides, mudslides, or erosion, nearby volcanic activity, or expansive soils. Because the probability and intensity of these hazard events is expected to be lower than wildfire, flood, or climate change-related hazards, these hazards are grouped together in this element.

[Click for Geologic goals, policies, and implementation actions.](#)

7.3.4.1 Local Conditions

Earthquake. While all of California is earthquake-prone, the City of Shasta Lake has less potential for more frequent, stronger shakes than most of California. For example, a magnitude 6.7 rupture along the Battle Creek fault, which has the highest modeled chance of producing more frequent, stronger shaking will produce moderate shaking in Shasta Lake. See Earthquake Shaking Potential, Figure 7-14. Moderate damage is still a concern, and this element focuses on earthquake resiliency.

Volcano. The City of Shasta Lake is susceptible to impacts from volcanic activity from Mount Shasta and to a lesser degree Lassen Peak and Medicine Lake. The most probable impact would be from tephra ash, which is small fragments of old lava that are blasted into tiny pieces and hurled into the air. Volcanic ash, the smallest tephra fragments, can travel hundreds to thousands of kilometers downwind from a volcano. Ash usually covers a much larger area and can be far more disruptive than the other more lethal



types of volcano hazards. The size of ash particles that fall to the ground and the thickness of ash fall downwind from an erupting volcano are difficult to predict in advance.

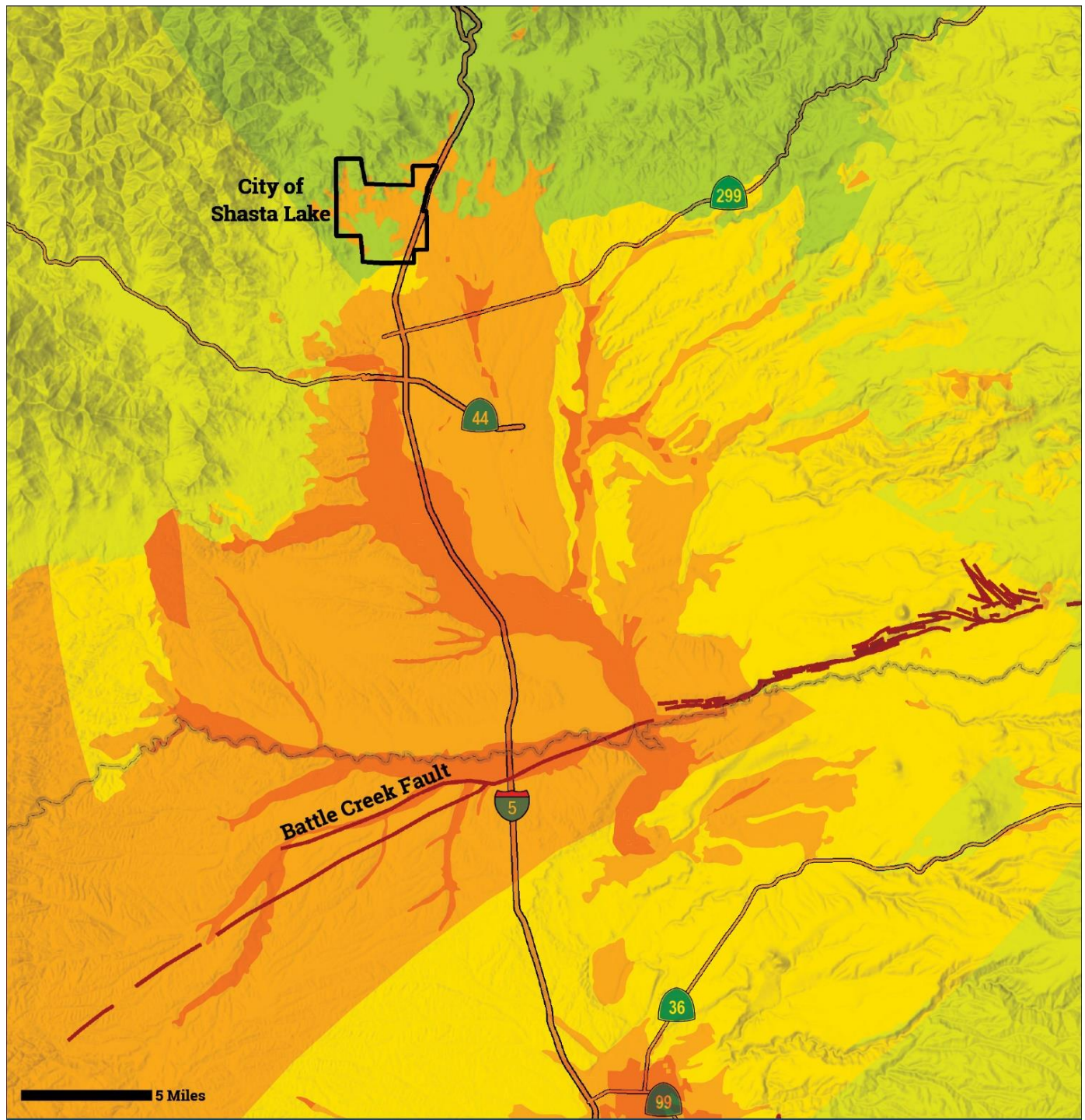
Slope Failure. Slope failure is the movement of soil, rock, or other earth materials, downhill in response to gravity. Slope failure includes rock falls and topples, debris flows and debris avalanches, earthflows, mudflows, landslides, and erosion. Shasta Lake is surrounded by considerable land with slopes exceeding twenty degrees, as shown in the Natural Resource Overlay in the Open Space Element (OS-Figure 6-1). The long-term result of slope failure is often sedimentation. The creeks and smaller streams throughout the city are subject to erosive activity, especially as climate change increases occurrences of severe rain events.

7.3.4.2 Existing and Future Development

Earthquake. New development in Shasta Lake is built with some of the strongest seismic standards in the world under the California Building Code. Historic development is more concerning, especially development that is more than half a century old. The City works to retrofit older city-owned facilities where possible, and works to support property owners with aging structures needing similar retrofits.

Volcano. The City can do little to prepare ahead of a volcanic event, but can provide important response services to those impacted. Populations more vulnerable to smoke and particulate matter, such as the elderly, young children, or those with respiratory diseases such as asthma may be more affected.

Slope Failure. The City's Grading, Erosion Control, and Hillside Development Ordinances (§ 15.08 of the Municipal Code) work to limit development on steeper hillsides, and too minimize slope failure potential and soil erosion from grading during new development.



City of Shasta Lake Quaternary Faults

Earthquake Shaking Potential City of Shasta Lake



FREQUENCY OF EXCEEDENCE
areas with 2% chance of exceeding 1 second ground motion in 50 years

Figure 7-14: Earthquake Shaking Potential

7.4 Community Health and Wellness

To address rising rates of diabetes and the persistence of chronic diseases related to unhealthy eating habits and sedentary lifestyles, researchers and community members alike have identified creating built environments that support healthy eating and active living as one essential strategy for good health. Specific community factors, such as the availability of parks, the “walkability” of neighborhoods, and the presence of retail outlets with fresh and affordable healthy foods, appear to have an influence on the choices people make in their daily lives.

Click for Community Health and Wellness goals, policies, and implementation actions.

Determinants of Health and Wellness

Optimum health is a function of the built and natural environment in which people live, work, and play, as well as many socioeconomic factors. To improve and maintain the overall health and wellness of the community, the City of Shasta Lake prioritizes several critical determinants of individual health and healthy living environments, including access to **healthy foods**, access to **adequate services**, access to **healthy lifestyles**, and **environmental quality**. The City recognizes that access to high-quality affordable housing is also a determinant of health; however, that determinant is more appropriately addressed through the Housing Element.

Access Barriers

The population in the City of Shasta Lake may be vulnerable to health and wellness impacts due to a variety of factors, such as income, race, culture, and language. The median household income is consistently lower than the national average, and several hundred households have no vehicle available. Residents in lower-income households, both rural and urban, tend to have limited access to affordable fresh and healthful food options. (Hodgson, 2012) Linguistic and cultural barriers can further exacerbate lack of access to healthy foods. Although predominately white, there is a significant Native American population and approximately seven percent of households in Shasta Lake speak Spanish, and people of other races and cultural backgrounds within the city may also experience such barriers.

Other barriers to healthy lifestyles and food options include age and access and functional needs. In the City of Shasta Lake, almost one third of households include someone over the age of 65 and about one third include minors under the age of 18. Many of those households are single elderly persons living alone or households with a single parent. In addition, almost twenty percent of the total population has a disability.

Physical Access

Circulation infrastructure can also affect community ability to access health and wellness services. The City of Shasta Lake developed from separate boomtown communities that formed in the 1930s and 1940s to support the construction of Shasta Dam. Because of its origins, the city's development pattern is somewhat disjointed, and gaps exist in the multimodal transportation network, as discussed in detail in the Circulation Element. The main arterial roadway through the city is Shasta Dam Boulevard, also known as State Route 151, along which hourly daytime bus service is provided by the [Redding Area Bus Authority \(RABA\)](#). Although service is not frequent and is often delayed, diminishing convenience for riders, the Shasta Lake RABA route connects these historic boomtowns with stops in what used to be Pine Grove, Project City and Central Valley, and Summit City (Figure 7-15), and the route offers access to

the City of Redding to the south, where additional services are provided. Existing and planned active transportation connections for cyclists and pedestrians are also shown in Figure 7-15.

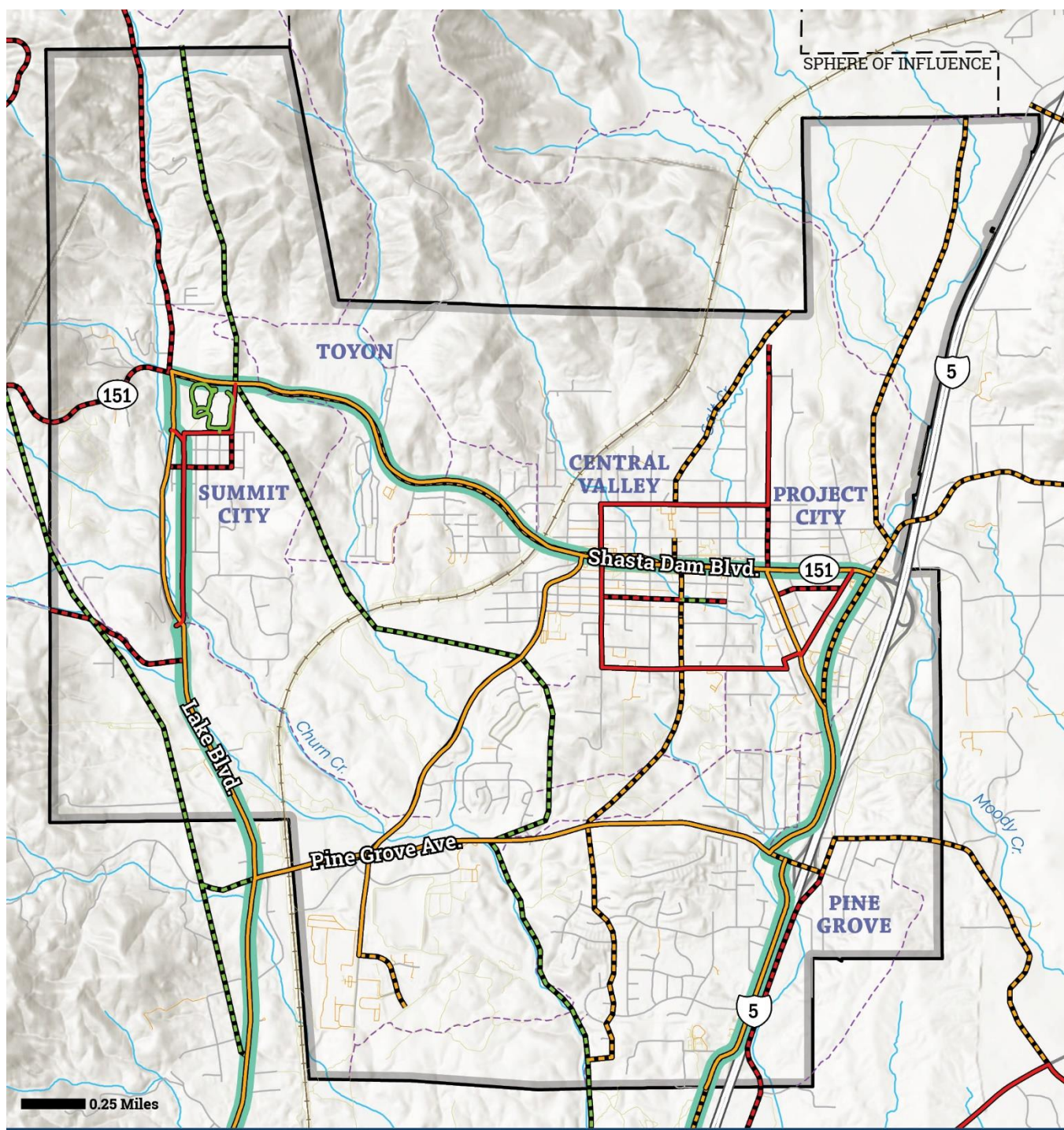
For residents without or who choose to forego use of a personal vehicle, the gaps in the transportation network and transit delays make accessing healthy foods, services, and healthy lifestyles more difficult and less convenient. The goals, policies, and implementation actions in this element and the Circulation Element support increased access to these health necessities expansion and improvement of public transit and active transportation options, in conjunction with improving the stated determinants of health within the city.

7.4.1 ACCESS TO HEALTHY FOODS AND ADEQUATE SERVICES

Access to healthy, culturally appropriate, and affordable food is essential for optimum health for Shasta Lake residents. Healthy eating habits help prevent and reduce the risk for developing chronic diseases, obesity, and tooth decay. In addition, disinvestment and poor land use planning can disproportionately impact low-income neighborhoods and contribute to the creation of "food deserts," or "food swamps" where there is a high concentration of nutrient-poor processed and fast foods, leaving residential neighborhoods lacking ready access to the components of a fresh and healthful diet.

The availability of and access to adequate medical services, especially primary care, also has a significant role in supporting health and wellness. To support a healthy population, a community must have high quality and affordable health care services, including for mental health and dental and vision care, that are conveniently accessible for residents. Although some obstacles to adequate health care cannot be effectively addressed through the built environment, such as lack of health insurance or language barriers, the locations of health care services in relation to where residents work and live and the transportation connections between them are primarily a function of historic development patterns and land use planning.

A notable success in overcoming access barriers for the resident Native American population was the opening of the [Wintu Tribe's Cultural Resource Center and Museum](#), which hosts educational opportunities and office space for tribal programs. Importantly, because the Wintu Tribe does not have access to many of the benefits that come with federal tribal recognition, the community space offers a commercial kitchen from which Native American nutrition classes and various food distribution and other welfare programs can be conducted.



Historic Communities and Transportation Connections City of Shasta Lake










	RABA Bus Route		Existing Hiking Route		Proposed Hiking Route
EXISTING BIKEWAYS					
CLASS I		Shared Use		Shared Use	
CLASS II		Bike Lane		Bike Lane	
CLASS III		Bike Route		Bike Route	
SRTA GoShasta 2018					

Figure 7-15: Historic Communities and Transportation Connections

Young and elderly populations require additional and tailored community services, like education and specialized housing needs. Rural communities such as the City of Shasta Lake may struggle more to provide these services adequately and affordably; however, both rural and metropolitan communities face challenges in meeting the needs of families with young children and seniors. Land use planning will play a significant role in meeting the service needs of these populations, especially as the senior population in the U.S. grows. (Choi & Warner, 2015)

7.4.1.1 Access to Healthy Foods

Access to healthy, affordable, and culturally appropriate food is a key component in a healthy, sustainable community. Food access is also a community development and equity issue. (Hodgson, 2012) Adequate access to healthy food includes the following components:

- Availability of nutritionally adequate, culturally appropriate, and affordable food;
- Sufficient income to purchase healthy food;
- Proximity and ability to travel to healthy food sources; and
- Clean water, sanitation, and the knowledge and tools for preparation of basic nutritional meals. (*Id.*)

A community designed to facilitate healthy diet choices and adequate food access offers access to an abundance of affordable fresh produce through full-service grocery stores, farmers' markets, and urban farming, including community gardens. (Kaplan & Kaplan, 1989) Within the City of Shasta Lake there is currently only one full-service grocery store, which is located on Shasta Dam Boulevard. An additional food market with limited options is located approximately three blocks to the west, clustering the two main food retailers within the downtown area of the city (Figure 7-18). Meanwhile, the historic communities of Pine Grove and Summit City in south and west Shasta Lake have only gas stations or convenience or liquor stores serving them. (Freedgood, Pierce-Quinonez, & Meter, 2011)



Figure 7-16: Produce at the Shasta Lake Farmer's Market, 2019

Source: Shasta Lake Creative Community Facebook page

It is important for individuals to be able to make decisions, take control, and produce their own food, if desired. (Hodgson, 2012) Establishing a built environment that supports consumer choice over food source options also helps to close gaps in the food system. Though agency over food choices comes in many forms, it often looks like growing one's own food or having the opportunity to purchase foods directly from producers at a farmer's market or through shares in local farms, known as community-supported agriculture (CSA). The City of Shasta Lake may consider future opportunities for the purchase of fresh, local food directly from producers since the majority of CSAs and farmers' markets operate out of Redding, Anderson, or other larger communities nearby.

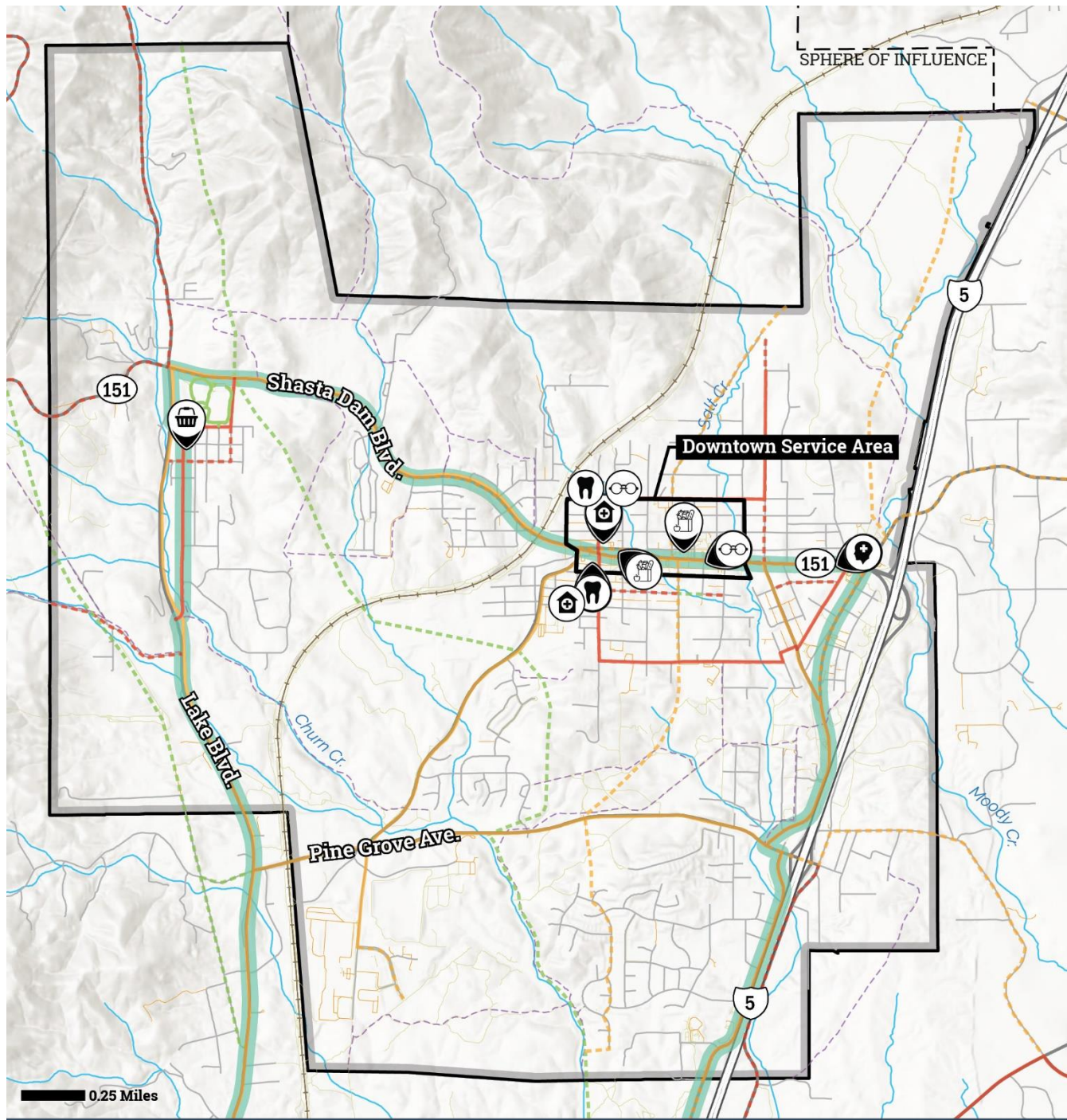
Community gardens are especially valuable to those residents who do not otherwise have access to land on which to practice gardening. Creating more opportunities for school and community gardens, especially near senior housing and in lower income and minority neighborhoods, could help fill this gap in the local food system by providing environments to grow fresh fruits and vegetables and learn about food production, in addition to accessing the other benefits communal gardening provides, such as social and emotional wellbeing. (Armstrong, 2000) (Austin, Johnston, & Morgan, 2006) School gardens are also shown to improve children's attitude towards vegetables and increase their consumption of fruits and vegetables. (McAleese & Rankin, 2007) An example of a past community garden in the City of Shasta Lake is shown in Figure 7-17.



Figure 7-17: Former Shasta Lake Community Garden

Source: Photo by Denise Wesley, Volunteer Community Coordinator 2013-2014

[Healthy Shasta](#) is a local organization that promotes healthy eating and physically active lifestyles within Shasta County. Healthy Shasta offers resources and education on local food system issues, including gardening toolkits for communities and individuals, local food retail locations and producer information, and guidance on food waste reduction.



Transit Connections & Amenities

City of Shasta Lake

LOCAL AMENITIES

- | | | | |
|---|-------------------|---|---------------|
|  | Convenience Store |  | Grocery Store |
|  | Dentist |  | Vision Health |
|  | Health Clinic |  | Mental Health |

RABA Bus Route

Existing Hiking Route
Proposed Hiking Route

EXISTING/PROPOSED

- Shared Use
Bike Lane
Bike Route

SRTA GoShasta 2018

Figure 7-18: Transportation Connections and Amenities

7.4.1.2 Health Care Services

Access to primary care and health care services are linked to positive health outcomes. (Shi, 2012) Primary care is defined by the National Academies of Sciences, Engineering, and Medicine (formerly known as the Institute of Medicine) as integrated, accessible health care services by clinicians, practicing in the context of family and community, who address a large majority of personal health care needs and develop sustained partnerships with patients. (Institute of Medicine, 1996) Primary care providers are typically family physicians, pediatricians, or nurse practitioners who offer regular visits with patients for routine and preventative care, as well as early detection, treatment, and management of disease. (Shi, 2012)

In the City of Shasta Lake, all health care services, including mental health, dental, and vision care, are currently located in the downtown area along Shasta Dam Boulevard where bus service is provided by the RABA. Along this stretch of Shasta Dam Boulevard, between Interstate 5 and the Union Pacific Railroad underpass, there are two health care clinics, two dental service providers, two vision service providers, and one mental health counseling service. One of the health clinics, [Central Valley Healthcare](#), serves Native Americans and offers both primary and urgent care. The other main provider is the [Shasta Community Health Center](#) (SCHC).

The Shasta Community Health Center offers comprehensive health care services, including dental and vision, maternity care, inclusive gender health services, and urgent care. SCHC also offers language services and an integrated substance abuse program. In an effort to provide quality primary health care services to medically underserved populations in the community, especially to those experiencing homelessness, SCHC operates the [HOPE](#) (Health Outreach for People Everywhere) Mobile Health Program (see Figure 7-19), which is supported by a system of community health centers in Redding, Anderson, and Shasta Lake.



Figure 7-19: Shasta Community Health Center HOPE Van

Source: Shasta Community Health Center website (shastahealth.org/hope)

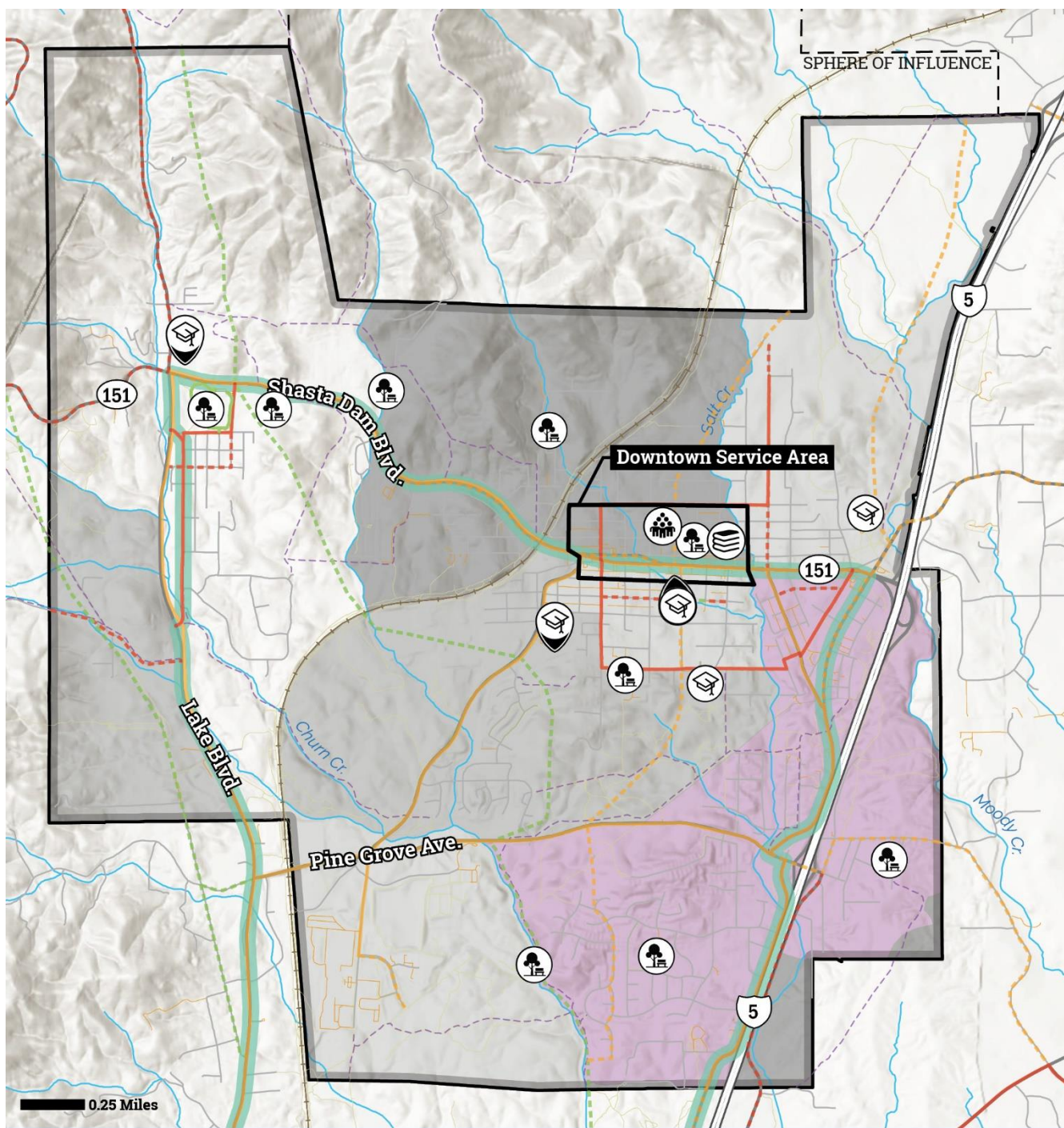
The [Hill Country Mobile Crisis Outreach Team](#) (MCOT) provides mental health support in the City of Shasta Lake. The team of trained professions is available 24 hours a day, seven days a week to provide on-site services and immediate support to individuals, families, or children experiencing a mental health crisis. Services include assessment, case management, crisis follow-up, and ongoing follow-up support. With almost all health care services in the city located in the downtown area (see Figure 7-18), convenient transportation access is essential to providing adequate services to residents, particularly those without a personal vehicle or who do not drive. To ensure access to adequate and comprehensive health care services in Shasta Lake, the City prioritizes improvements to public transit and active transportation connectivity through goals, policies, and implementation actions discussed in the Circulation Element.

7.4.1.3 An Age-Friendly Community

The term "age-friendly" can be conflated with elder-friendly; however, age-friendly communities support a high quality of life at all stages by providing a built and social environment that is accessible and inclusive of residents of all ages. Factors that make communities more livable for seniors and young children often improve livability for the greater community with robust community services, including childcare, recreation, and transportation networks that serve populations that do not yet or no longer drive.

Age-friendly communities recognize intergenerational dependance as an asset to utilize services more efficiently and combat age segregation by promoting affordable and diverse housing options. Support for volunteerism and civic engagement also helps to integrate seniors and youth into the social fabric of the community, inhibiting ageism and isolation by validating community participation from these groups. Mixed-use development, such as along Shasta Dam Boulevard, supports and increases convenient connections among people, products, and services, and mixed-use also promotes healthy lifestyles for all age groups.

As discussed in the Circulation Element and under the Physical Access portion of Section 7.4 of this element, the City of Shasta Lake faces transportation network challenges inherent to its origins. Developing better and more convenient connections between the homes and destinations of seniors and young children is a critical step in creating an age-friendly community. Figure 7-20 and Figure 7-21 illustrate the age distribution within the city and the existing and future transportation connections to common destinations, such as schools and parks.



Community Services



Community Center



Library



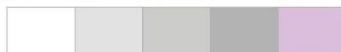
Park



School

<18 Population Density

10% 12% 18% 21% 26% 32%



RABA Bus Route

Existing Proposed Hiking Route

EXISTING/PROPOSED

Shared Use

Bike Lane

Bike Route

SRTA GoShasta 2018

Amenities & Age Distribution - Under 18

City of Shasta Lake

Figure 7-20: Population Under Age 18 Distribution with Transportation Connections and Amenities

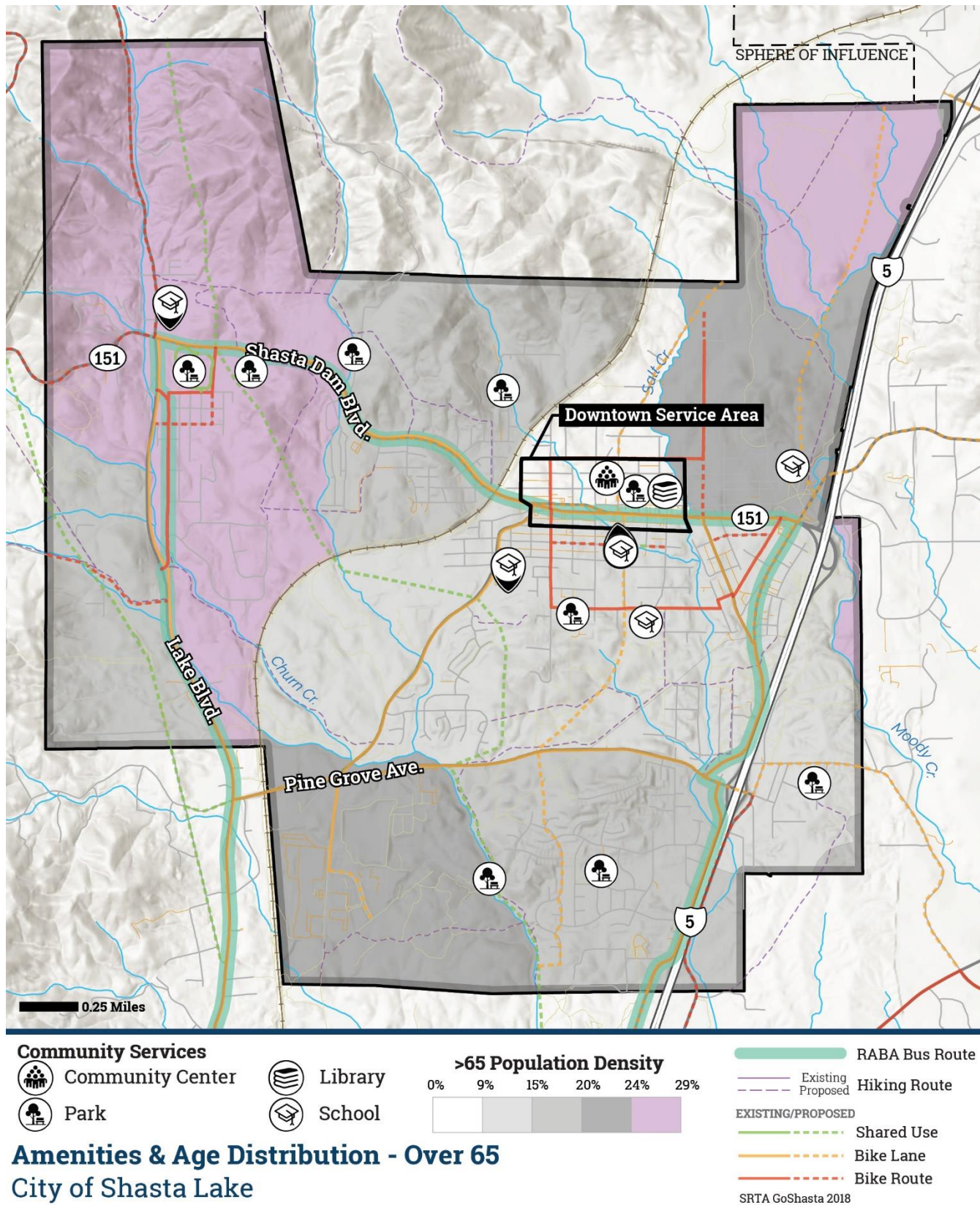


Figure 7-21: Population Over Age 65 Distribution with Transportation Connections and Amenities

Eldercare and Supportive Services

A significant majority of older adults approaching or over age 65 would prefer to remain in their homes as they age instead of relocating to an assisted living facility or institution. (Binette & Vasold, 2019) For many older adults, in-home or community-based supportive services are a cost-effective alternative to institutional options and produce better health outcomes, both mentally and physically. (Viveiros & Brennan, 2014) Nursing homes and assisted living facilities can cost upwards of \$60,000 annually, and as much as \$120,000 annually in California. Conversely, in-home assistance is typically less than half that cost, starting at about \$30,000 annually for five hours per day, five days a week. (MetLife, 2017) In order to facilitate independent living, especially for seniors on fixed incomes with declining health or diminished abilities to perform daily activities, home- and community-based supportive services must be widely available, which may include assistance with cooking, bathing, or other daily activities.

The ability to age in place is dependent, in part, on the type of community, characteristics of the neighborhood, and available housing. In a less dense community like the City of Shasta Lake, where there is a mixture of urban and rural neighborhoods with single- and multi-family residences, supportive services should be located centrally, conveniently, and in existing senior centers when possible, and they should be complimented with robust transportation options. Community-based volunteer networks can be leveraged to fill gaps in the transportation network, and there are also programs that offer in-home assistance, such as [Visiting Angels Redding](#). Perhaps the most important component to creating successful supportive programs is that they are developed and implemented through engagement with the senior population they are intended to serve. (Viveiros & Brennan, 2014)

Childcare and Intergenerational Collaboration

Intergenerational homes, where older adults and young children cohabitate, have long benefitted from in-home childcare provided by grandparents or other elder members no longer participating in the workforce. Seniors are more educated, healthier, active, and able than ever before, and they can be a tremendous resource for tutoring and mentoring the next generation. At the same time, intergenerational homes offer seniors safety, security, and socialization, boosting mental and physical health. By taking these lessons and applying them to the built environment, the City of Shasta Lake prioritizes collaboration with residents to better meet the needs of the community's seniors and children.

There are several areas where increased collaboration could benefit the young and old within the community. Joint use agreements between communities and schools are becoming more common to address the full range of needs of seniors and children at a reduced cost. (Morken & Baran-Rees, 2012) (Choi & Warner, 2015) Outside of normal school hours, school facilities may be available for recreation and adult education programs, or for providing health care or nutrition services. They are also well-suited for after school childcare and other programs that support child education and socialization, particularly in collaboration with senior programs (e.g., mentorships). In addition, rural and urban communities alike have school buses, which can be used to help address the transportation needs of the aging population, and this type of collaboration facilitates community participation, builds trust among community members, and supports informal networks among residents that fill gaps in services provided by formal institutions or governments. (*Id.*)

7.4.2 ACCESS TO HEALTHY LIFESTYLES

There are many health benefits associated with regular physical activity, especially when part of recreational or social activities. These benefits include reduced risks of heart disease, stroke, diabetes, hypertension, some cancers, and premature death. (Cohen, et al., 2006) There are also documented emotional benefits to physical activity, such as stress reduction and improved mood, and in addition to being venues for recreation and exercise, parks and open green spaces provide mental health benefits by providing contact with nature.

The physical design of communities can provide environments that support physical activity. Proximity to exercise opportunities, such as parks and recreation facilities, has been linked to an increase in physical activity among residents, and parks also provide people contact with nature, which itself is known to confer mental and physical wellbeing. (American Planning Association, 2003) As discussed in more depth in the Open Space and Circulation Elements, the City of Shasta Lake prioritizes creating and maintaining a community that promotes active lifestyles with access to nature and recreation opportunities for its residents and visitors.

7.4.2.1 Walkable Neighborhoods and Streets

There are undeniable health benefits of regular physical activity. Walking, in particular, has been shown to greatly improve overall health and wellness. For various study groups, walking one to two miles (or about 30 minutes) several times a week can have tremendous benefits as part of a routine. These benefits include improved circulation, reduced loss of bone mass, weight loss, increased muscle, improved joint health, better mood, and lower risk for mental decline. (Arthritis Foundation, n.d.) By improving the built environment to support safe and walkable community through policies and implementation actions discussed in the Circulation Element, the City of Shasta Lake can help residents incorporate walking and other activities, like bicycling, into their daily routines.

Healthy Shasta, a local organization that promotes healthy and physically active lifestyles within Shasta County, organizes local walking initiatives, such as community walking challenges and walk-to-school days, and provides guidance on safe and accessible walking routes in the area.

The City of Shasta Lake incorporates “complete streets” policies into its planning processes to support and encourage active transportation in the community, as detailed in the Circulation Element. All new public and private development in the city must also construct sidewalks, where appropriate, to provide for a comprehensive pedestrian transportation system around the city.



Figure 7-22: Community Trail Sign

Source: City of Shasta Lake Facebook page

One of the major thoroughfares in need of improvement is Shasta Dam Boulevard, also known as State Route 151. Walkability goals along Shasta Dam Boulevard are currently met with several barriers. The sidewalks along the boulevard are somewhat obstructed in multiple locations and abut the street directly, reducing pedestrians' sense of safety along a 30-40 mph roadway. There are also a limited number of improved crosswalks, which are often spaced blocks apart, and few mature trees to provide shade along the sidewalk during the hot, dry summers. In conjunction with the Circulation Element policies directing improvements along Shasta Dam Boulevard and other major streets, additional pedestrian enhancements will encourage more walking activity and support healthier lifestyles in this village-like commercial area.

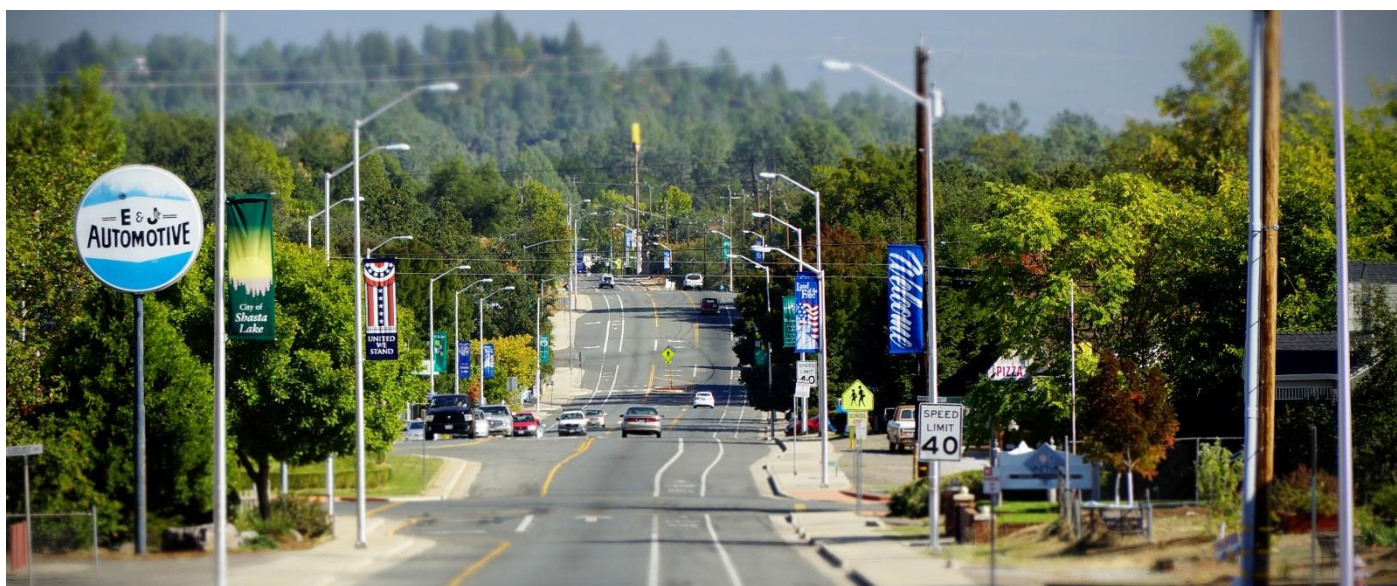


Figure 7-23: Shasta Dam Boulevard

Source: Dynamic Planning + Science

7.4.2.2 Exercise and Recreation Facilities

The availability of and access to open space and recreation areas strongly influences how active people are. Parks, recreation facilities (e.g., playgrounds and sports areas), and open space provide people with places where they can engage in physical activities, including play, sports, and leisurely strolls or bicycle rides along trails and greenways. Outdoor play, particularly among children, is associated with higher levels of physical activity and wellbeing, and improving the walkability of neighborhoods and increasing access to recreation facilities are essential strategies for preventing childhood obesity. (Koplan, 2005) Playgrounds especially provide an outdoor environment where children can participate in more informal, unstructured play experiences and physical activity. See Figure 7-22 for a community trail sign example in Shasta Lake.

The physical design of communities can provide environments that support physical activity. Proximity to exercise opportunities, such as parks and recreation facilities, has been linked to an increase in physical activity among residents. As discussed further in the Open Space and Circulation Elements, the City of Shasta Lake promotes the preservation of natural environmental features and open space and prioritizes connecting people to these natural areas, both within and outside of the city.

7.5 Environmental Quality

The City of Shasta Lake continually strives to improve environmental quality for the benefit of its residents and the health of local natural resources and ecosystems. In this section of the Public Safety and Community Health Element, environmental quality concerns are discussed in the context of noise, air quality, and hazardous materials and waste management. Maintaining high water quality is also of great concern to the City of Shasta Lake, as discussed in detail in the Conservation Element.

7.5.1 NOISE

Land use decisions can have significant impacts on noise impacts to residents. When determining the placement of land uses, it is important to consider the activities associated with potential and existing uses within the surrounding environment. Incompatible uses can significantly impact the quality of life in the community, especially as population growth and new development within the city generate additional noise.

[Click for Noise goals, policies, and implementation actions.](#)

A primary purpose of the Noise section is to document existing community noise conditions and where noise issues may develop in the future as the community grows. This information must then be considered by the city when evaluating the type of development that is appropriate in a given location. Background data for this section of the element can be found in the Environmental Impact Report (EIR) prepared for this General Plan.

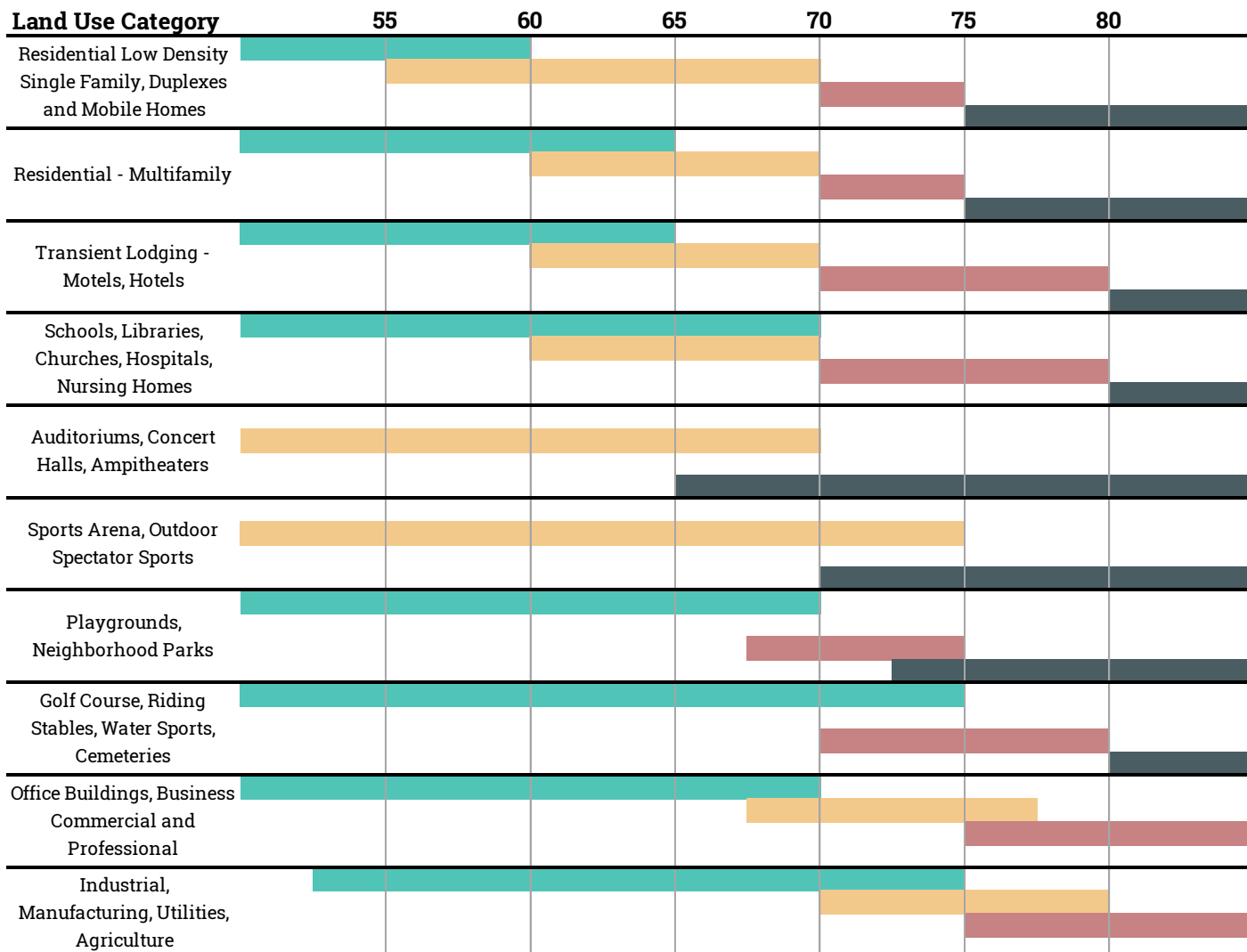
The basic definition of noise is unpleasant sound, especially that which is loud or causes disturbance. Noise is considered an environmental pollutant that threatens human health and quality of life through the disruption of everyday activities, especially sleep. In this section, current and future conditions and predominant noise sources within the City of Shasta Lake are identified along with strategies to reduce noise impacts on sensitive populations and the community in general.

The effect of noise on the individual and the community varies with its duration, intensity, and the tolerance level of the individual, and people react differently to sounds, even to the same sound. Figure 7-24 demonstrates community noise level exposure for various land use categories. Regardless of how noise is perceived on the individual level, the locations of existing and planned land uses must be considered when placing facilities that generate significant volumes of noise.

Noise in the City of Shasta Lake is principally caused by mobile sources including automobiles, trucks, and trains, and machinery for production, such as that used in industry and construction. Noise affects the quality of the environment at home, at work, or enjoyment of recreational activities. Excessive noise may adversely affect physical activity and psychological stability.

Community Noise Exposure

Day-Night Average (DNL) / Community Noise Equivalent Level (CNEL), dB



Source: CA OPR Noise Element Guidelines

LEGEND

Normally Acceptable

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional constructions, without any special noise insulation requirements.

Conditionally Acceptable

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Normally Unacceptable

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable

New construction or development should generally not be undertaken.

Figure 7-24: Noise Exposure by Land Use Category

Source: Adapted by DP+S from California Governor's Office of Planning and Research General Plan Guidelines (2003)

7.5.1.1 Measuring Noise

Noise intensity is measured on a decibel (dB) scale where a measurement of zero decibels is not audible, and noise measured at or above 120 decibels is painful and can cause permanent hearing loss (see Figure 7-25). When measuring noise on a community level, decibels are typically measured with A-weighting (dBA), which compensates for human sensitivity by discriminating against frequencies to approximate what is perceived by the human ear and correlates to individuals' subjective reactions to noise.

For evaluating noise levels over extended periods, the Community Noise Equivalent Level (CNEL) or the day-night average noise level (Ldn) are used, both of which are A-weighted levels averaged over a 24-hour day. The CNEL is obtained after the addition of five decibels in the evening (7 p.m. to 10 p.m.) and the addition of 10 decibels at night (10 p.m. to 7 a.m.).

In this General Plan, noise contours are shown using CNEL, as required under Cal. Gov't. Code § 65302(f), and used as a guide to determine appropriate locations for various land uses in the Land Use Element. Noise measurement locations are identified in the EIR, and noise resulting from roadways was modeled based on existing and future traffic analysis. See Figure 7-26, Figure 7-27, Figure 7-29, and Figure 7-28 for noise contours under existing land use conditions, under future land use conditions in 2040, and for two stationary noise-generating sources, respectively.

7.5.1.2 Noise-Sensitive Uses and Areas

For purposes of this section, "noise-sensitive uses and areas" include residential areas, parks, places of worship, schools, hospitals, and long-term care facilities. These noise-sensitive uses and areas should be protected from identified sources of significant noise through separation of land uses, as discussed in the Land Use Element, and then through thoughtful siting and adequate buffering where adjacent uses have the potential to cause negative impacts on health and wellness. Although the City of Shasta Lake strives to create and maintain separation between incompatible uses, it is not always practical when encouraging the efficient use of resources through infill development. This section considers impacts on noise-sensitive uses, and the greater community in general, with consideration for noise levels from various sources.

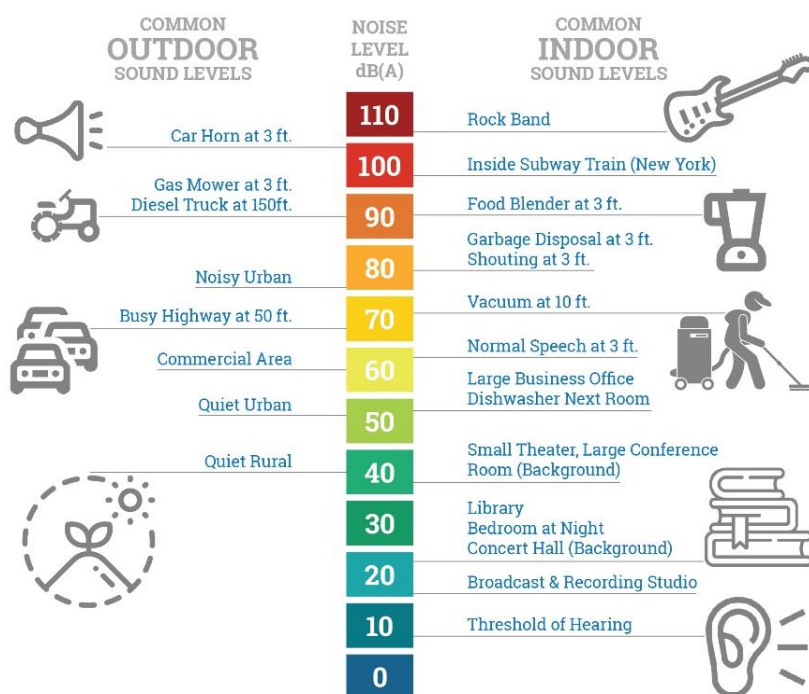


Figure 7-25: Comparative Noise Levels (dBA)

Source: Adapted by DP+S from Federal Aviation Administration website (faa.gov)

There are numerous methods to address noise impacts on noise-sensitive uses and areas, including establishing land use compatibility standards, enforcing noise standards to protect quality of life, insulating residences exposed to excessive levels of noise, minimizing traffic noise, and regulating new development to limit noise impacts. Some compatibility standards are already established in Title 17, the Zoning Plan, of the city's municipal code. Additional mitigation measures that may be considered for new development on a site- or use-specific basis include berms, vegetative buffer areas, the use of insulation in buildings, building design and orientation, and staggering operating hours for stationary sources.

Figure 7-26 demonstrates the existing noise conditions in the City of Shasta Lake associated with vehicle traffic traveling on roadways and train traffic traveling on railways in the city, rated on a scale from 55 CNEL (normally acceptable) to 75 CNEL (normally unacceptable). As would be expected, the highest levels of noise are generated by Interstate 5 where traffic volumes are the greatest. Figure 7-27 shows the future noise conditions in the City of Shasta Lake based on projected land uses and anticipated roadway and railway traffic in 2040; however, the expected increases in noise are nominal.

Highways and Interstates

Interstate 5 (I-5) is the only roadway within or affecting the City of Shasta Lake classified as a highway or interstate. I-5 runs north-south along the city's eastern boundary and is the primary source of noise within the city. The future land uses in this area consists mostly of Commercial, Industrial Light, and Mixed-Use classifications, as defined in the Land Use Element. However, high- and medium-density residential classifications are planned along portions of the interstate, and the Grand Oaks Elementary School is located in close proximity to I-5. For new residential or other noise-sensitive development in this area, development plans should address noise impacts resulting from I-5 through appropriate mitigation measures, such as increased insulation and buffer areas

Arterials and Other Major Roads

There are two arterial roadways within the city: Lake Boulevard and Shasta Dam Boulevard (State Route 151). Cascade Boulevard, Pine Grove Avenue, and Ashby Road are three additional major roadways, all currently classified as collectors. Appropriate mitigation measures should be taken on a site- and use-specific basis to reduce impacts on noise-sensitive uses and areas from these high-volume roads.

Railroads, Truck Routes, and Transit

The Union Pacific Railroad (UPRR) bisects the city in a northeast-southwest direction. An average of 25 freight trains travel through the City of Shasta Lake along the UPRR on a daily basis. The UPRR line is also used daily by Amtrak for passenger rail service. As shown in Figure 7-26 and Figure 7-27, existing and future noise from the railroad is significant when actively in use, and development plans for noise-sensitive uses should address resulting noise impacts using appropriate mitigation measures.

Truck traffic is heaviest along Pine Grove Avenue between I-5 and the main industrial area, just east of the UPRR line in the southwestern portion of the city. The Redding Area Bus Authority (RABA) provides transit service along Cascade, Shasta Dam, and Lake Boulevards; however, the RABA route is relatively low impact with its current hourly service between the hours of 5:35 a.m. (8:35 a.m. on Saturdays) and 7:30 p.m. Appropriate mitigation measures should be taken on a site- and use-specific basis to reduce impacts on noise-sensitive uses and areas from these transportation routes.

Airports and Flight Paths

There are no major airports in or around the City of Shasta Lake; however, there are two small airports and one airstrip nearby. The main source of air traffic in the area is the Redding Airport, located approximately 15 miles to the south. The Redding Airport is a full-service regional airport providing commercial airline passenger service, aviation related services, aircraft hangar facilities, and two runways. There is also a privately-owned airstrip located immediately east of the city limits, Tews Field, and a small domestic airport to the southwest, Benton Airpark. Benton serves primarily single-engine and small twin-engine aircraft on a single runway. Although aircraft flying overhead is occasionally audible, Shasta Lake is not located within the influence areas of either Redding Airport or Benton Airpark and the aeronautical operations in the area are not considered significant sources of noise for the city.

Industrial Uses and Other Stationary Sources

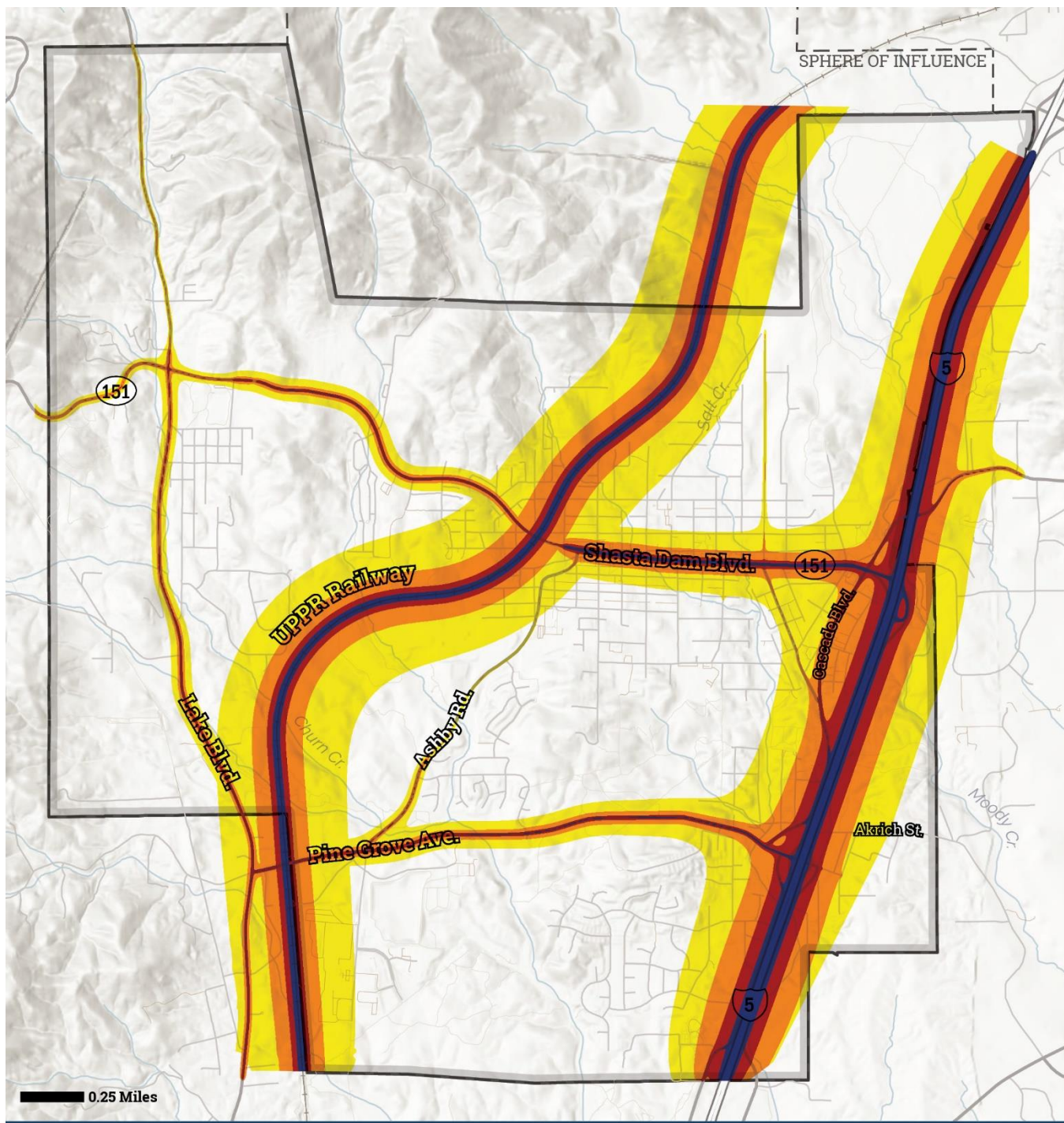
The city's main industrial area, including the Shasta Gateway Industrial Park, is located in the southwest corner of the city, to the north and south of Pine Grove Avenue and east of the UPRR line. Much of this industrial area is bounded by railroad right-of-way, roads, or open space, though some abuts low- or medium-density residential uses. In this area, the use of trucks, forklifts, heavy machinery, mechanical equipment, loading and unloading of vehicles and trucks, and a variety of other equipment can result in long durations of elevated noise levels.

The Knauf Fiberglass plant located west of Ashby Road is a main source of noise within the Shasta Gateway Industrial Park and noise contours related to this stationary source are shown in Figure 7-29. The day- and night-time noise levels measured for this site average 55.6 dBA and 52.3 dBA, respectively (Day and Night Measurement Site 6 in EIR). Sources of peak noise were heavy trucks driving on District Drive and entering and exiting the Knauf Fiberglass property, as well as machinery and industrial equipment at the plant.

The Sierra Pacific Industries sawmill located north of El Cajon Avenue is another major source of noise within the city limits. The day- and night-time noise levels measured for this site average 62.6 dBA and 58.3 dBA, respectively (Day and Night Measurement Site 5 in EIR). Noise contours related to this stationary noise source are shown in Figure 7-28. Sources of peak noise were heavy trucks driving on El Cajon Avenue and heavy trucks, equipment, and machinery on the Sierra Pacific Industries property. Appropriate mitigation measures should be taken on a site- and use-specific basis to reduce impacts on noise-sensitive uses and areas from industrial uses and activities.

Military Installations

There are no military installations within or affecting the City of Shasta Lake.



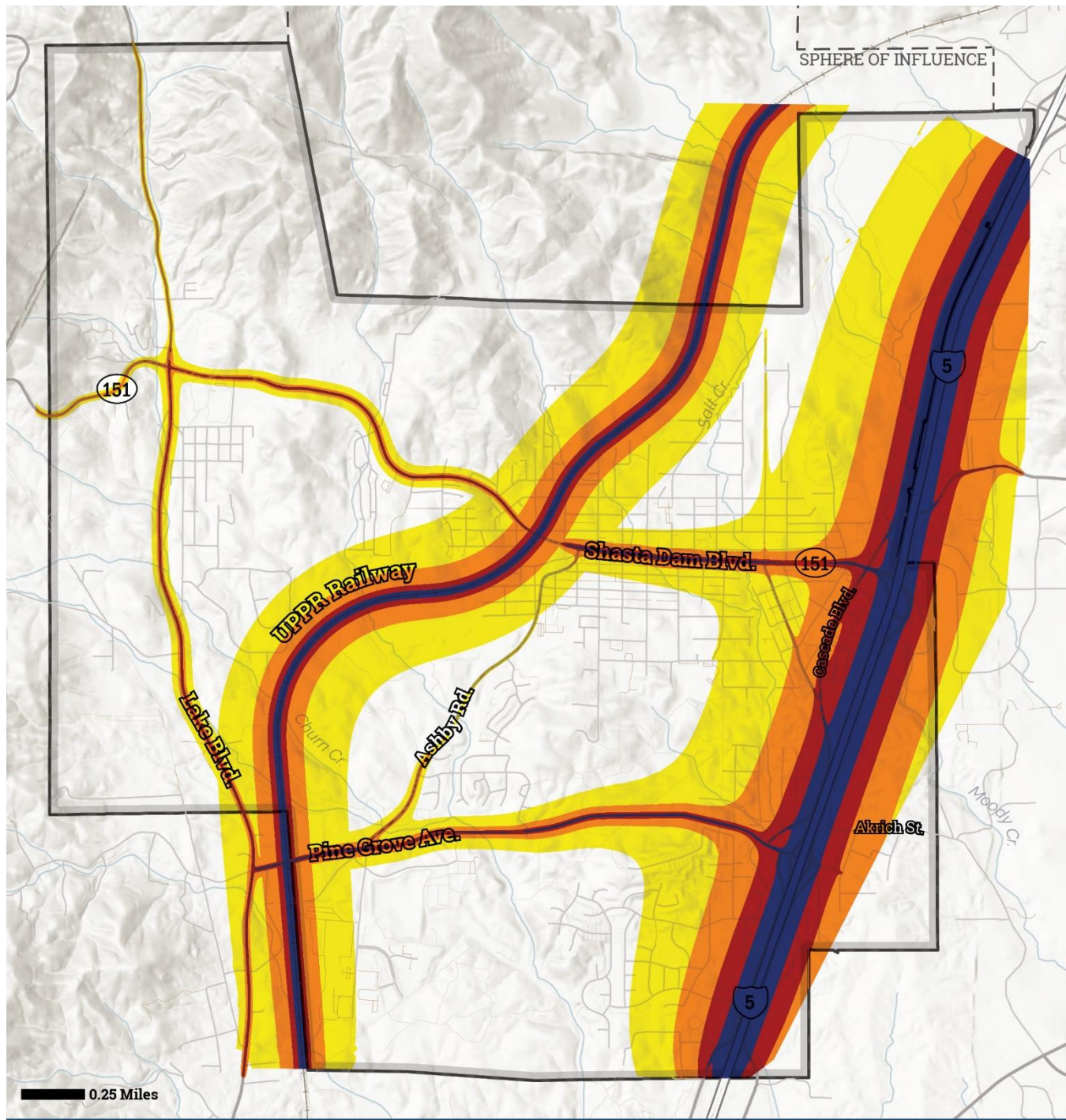
Existing Conditions Noise Contours City of Shasta Lake

Day-Night Average Sound Level

Community Noise
Equivalent Level
(CNEL)



Figure 7-26: Existing Conditions Roadway and Rail Noise Contours



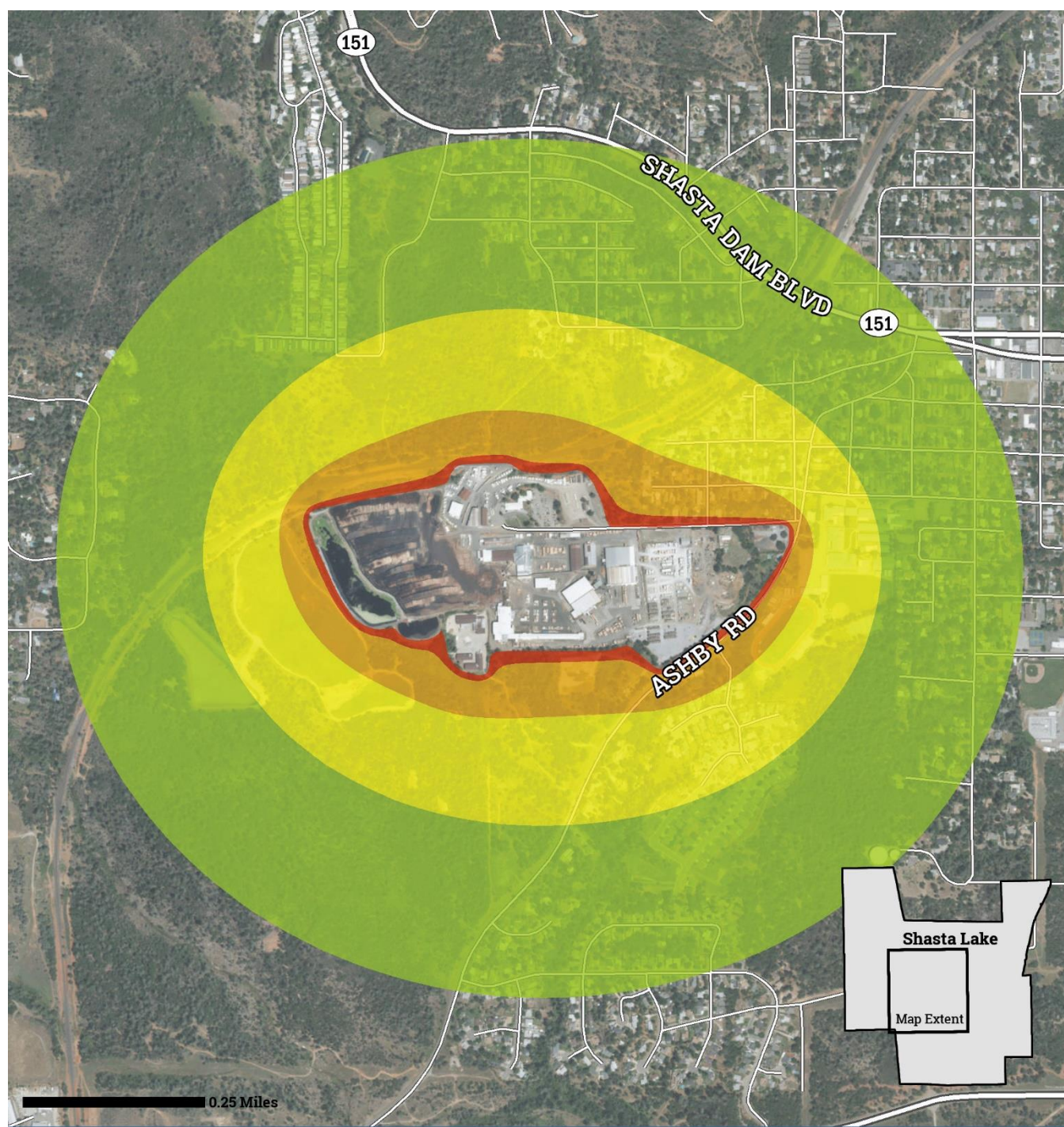
Future Conditions Noise Contours City of Shasta Lake

Day-Night Average Sound Level

Community Noise
Equivalent Level
(CNEL)



Figure 7-27: Future Conditions Roadway and Rail Noise Contours

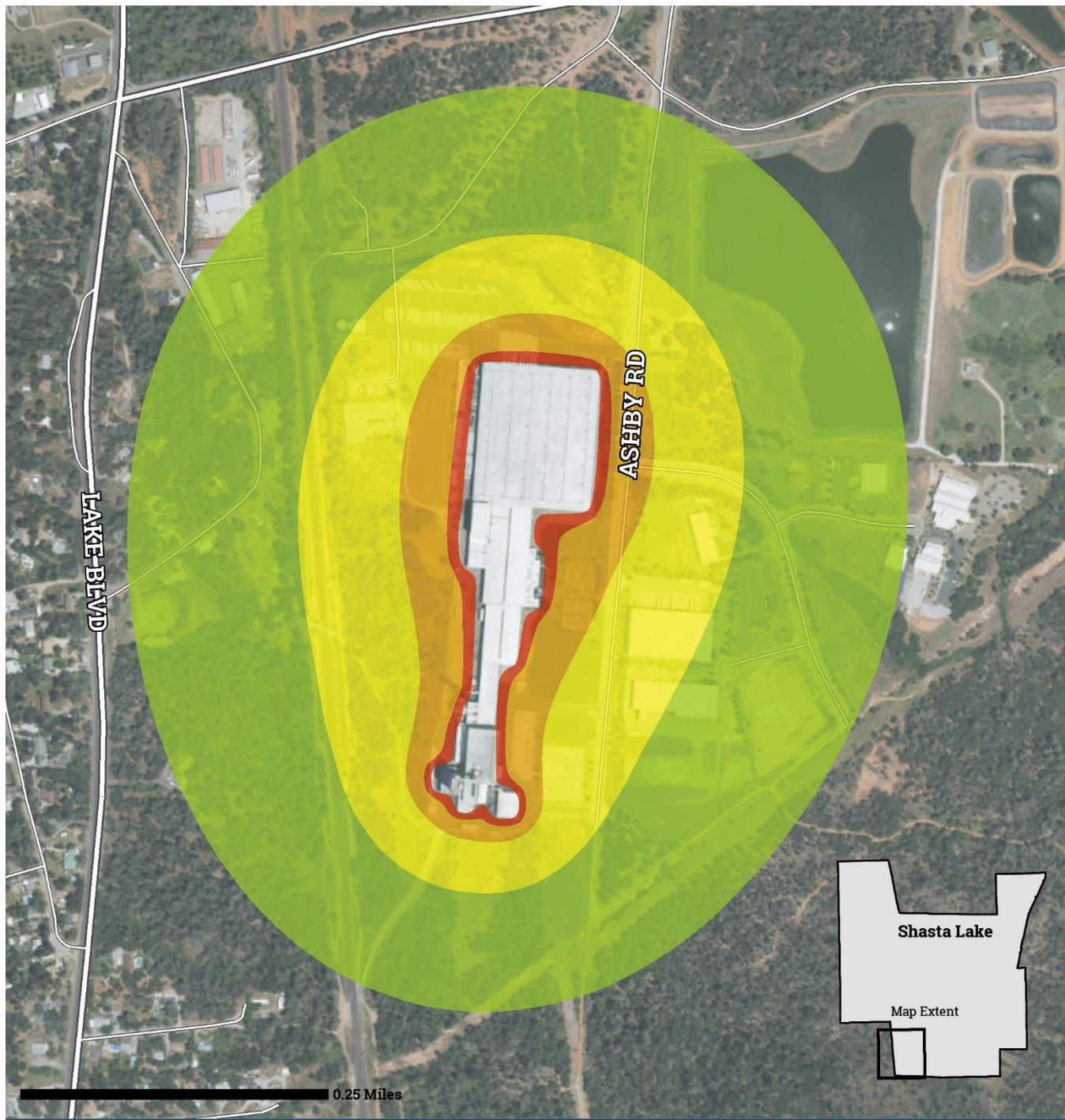


Sierra Pacific Industries Sawmill Noise Contours City of Shasta Lake

Equivalent
Sound Level
Leq in dB (A)



Figure 7-28: Sierra Pacific Industries Sawmill Noise Contours



**Knauf Fiberglass Plant
(Industrial Park) Noise Contours**
City of Shasta Lake

Equivalent
Sound Level
Leq in dB (A)



Figure 7-29: Knauf Fiberglass Plant (Industrial Park) Noise Contours



7.5.2 AIR QUALITY

The State of California does not require general plans to include air quality elements. However, the City of Shasta Lake recognizes the importance of air quality to public health and safety, and also to the city's economic wellbeing and image in the region. As such, this Air Quality section addresses the potential impacts of poor air quality on the health of the Shasta Lake community.

Click for Air Quality goals, policies, and implementation actions.

Current air quality conditions, significant air pollutant sources, and policies and implementation actions to reduce emissions and safeguard public health are discussed, pursuant to state requirements. To meet the challenges of a strict statutory environment designed to ensure the nation's cities have clean air, emitters in the City of Shasta Lake must comply with all state and federal regulations and thresholds, and performance in meeting these regulations is monitored in accordance with specific timetables for implementing air quality programs and policies.

Chronic exposure to air pollutants, including ozone and particulates, can cause serious negative health effects, especially on vulnerable populations such as children, the elderly, or those with medical conditions. Although air quality is a regional issue that extends beyond jurisdictional boundaries, local land use policies and practices can significantly reduce emissions through the thoughtful design and management of transportation systems, promoting infill development, and supporting clean energy production. Planning, zoning, and development siting activities also play a critical role in avoiding incompatible land uses and reducing localized air pollution exposure that contributes to adverse health impacts. As such, the City of Shasta Lake strives to improve air quality for the benefit of residents and the greater regional community through various policies and implementation actions in this element and the Land Use and Circulation Elements.

Knauf Insulation represents one of the most progressive names in insulation manufacturing worldwide, and since opening their Shasta Lake manufacturing plant in the early 2000's they have successfully made major improvements in industry manufacturing techniques that have dramatically reduced stack emissions. Examples include switching from a petroleum-based binder to a biological binder called ECOSE® Technology and transitioning to formaldehyde free and DecaBDE free insulation.

This Air Quality section provides policies and implementation actions intended to control or reduce emissions associated with new and modified "indirect" sources of air pollution. Indirect sources include employment sites, shopping centers, medical facilities, housing developments, places of business and similar uses of land.

7.5.2.1 Sacramento Valley Air Basin

The [California Air Resources Board \(CARB\)](#) divides the state into 15 air basins that share similar meteorological and topographical features. The City of Shasta Lake is located within the Sacramento Valley Air Basin (SVAB), which comprises the counties of Butte, Colusa, Glenn, Sacramento, Shasta, Sutter, Tehama, Yolo, and Yuba; the western urbanized portion of Placer County; and the northeastern portion of Solano County. The SVAB is divided into two planning units called the Northern Sacramento Valley Planning Area (NSVPA) and the Broader Sacramento Area (BSA), with Shasta being in the NSVPA.

The Sacramento Valley is a broad, flat valley bounded by Klamath and Coastal Mountains to the northwest and the Cascade Mountains to the northeast and east. The entire SVAB occupies 14,994 square miles. Because of its inland location, the climate of the SVAB is more extreme than that of the San Francisco Bay Area or South Coast air basins. The extent and severity of the air pollution problem in the SVAB is a function of the area's natural physical characteristics, including weather and topography, as well as humanmade influences like development patterns and lifestyles.

Air quality at any site is dependent on the regional air quality and local pollutant sources, and regional air quality is determined by the release of pollutants throughout the SVAB. CARB monitors the local ambient air quality at various locations throughout the state. The data indicates that emissions from urbanized areas of the valley, including Sacramento, Yolo, Solano, and Placer Counties, dominates the emissions inventory for the SVAB. On-road motor vehicles are the primary source of emissions in the metropolitan area and nitrogen oxides from mobile and stationary combustion sources, combined with ammonia to form ammonium nitrate, are the largest contributors to ambient particulate matter (PM) levels. Wood smoke from residential wood combustion also contributes significantly to the ambient PM concentrations in the winter.

7.5.2.2 Contributing Factors

Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and dispersion of air pollutants. For Shasta Lake, wind direction is primarily up- and down-valley due to the channeling effect of the mountains to either side. During the summer months, surface air movement is from the south, particularly during the afternoon hours, but wind direction during the winter months is more variable. Smoke from active wildfires in the region is also a major contributing factor to poor air quality in the City of Shasta Lake during the warmer months.

Wildfires

The size and intensity of wildfires in California have notably increased in recent decades. Fifteen of the 20 largest wildfires in California history have occurred since 2000, and 10 of the most costly and destructive fires to life and property in the state have occurred since 2015. (California Council on Science & Technology, 2019) These increases are expected to continue, if not worsen, in the future.

Smoke and air pollution from wildfires can last for weeks and be a severe health hazard, especially for sensitive populations such as children, the elderly, and those with respiratory and cardiovascular diseases. First responders likewise are exposed to the dangers from the initial incident and after-effects from smoke inhalation and heat stroke.

Smoke generated by wildfire contains visible and invisible emissions, including particulate matter such as soot, tar, water vapor, and minerals; gases such as carbon monoxide, carbon dioxide, and nitrogen oxides; and toxins such as formaldehyde and benzene. Fine particulate matter with a diameter of 2.5 microns or less (PM_{2.5}) is a prevalent component in wildfire smoke and is of particular concern since it can enter the blood stream. Lingering health impacts from inhalation of PM_{2.5} include chronic bronchitis, cardiovascular damage, and decreased lung function. Emissions from wildfires depend on the type of fuel, the moisture content of the fuel, the efficiency or temperature of combustion, and the weather. Figure 7-30 illustrates health impacts and an example spike in PM_{2.5} from the 2020 August Complex wildfire.

Wildfire Smoke Health Impacts

Fine Particles (PM 2.5) POLLUTION FROM WILDFIRE SMOKE CAN CAUSE:

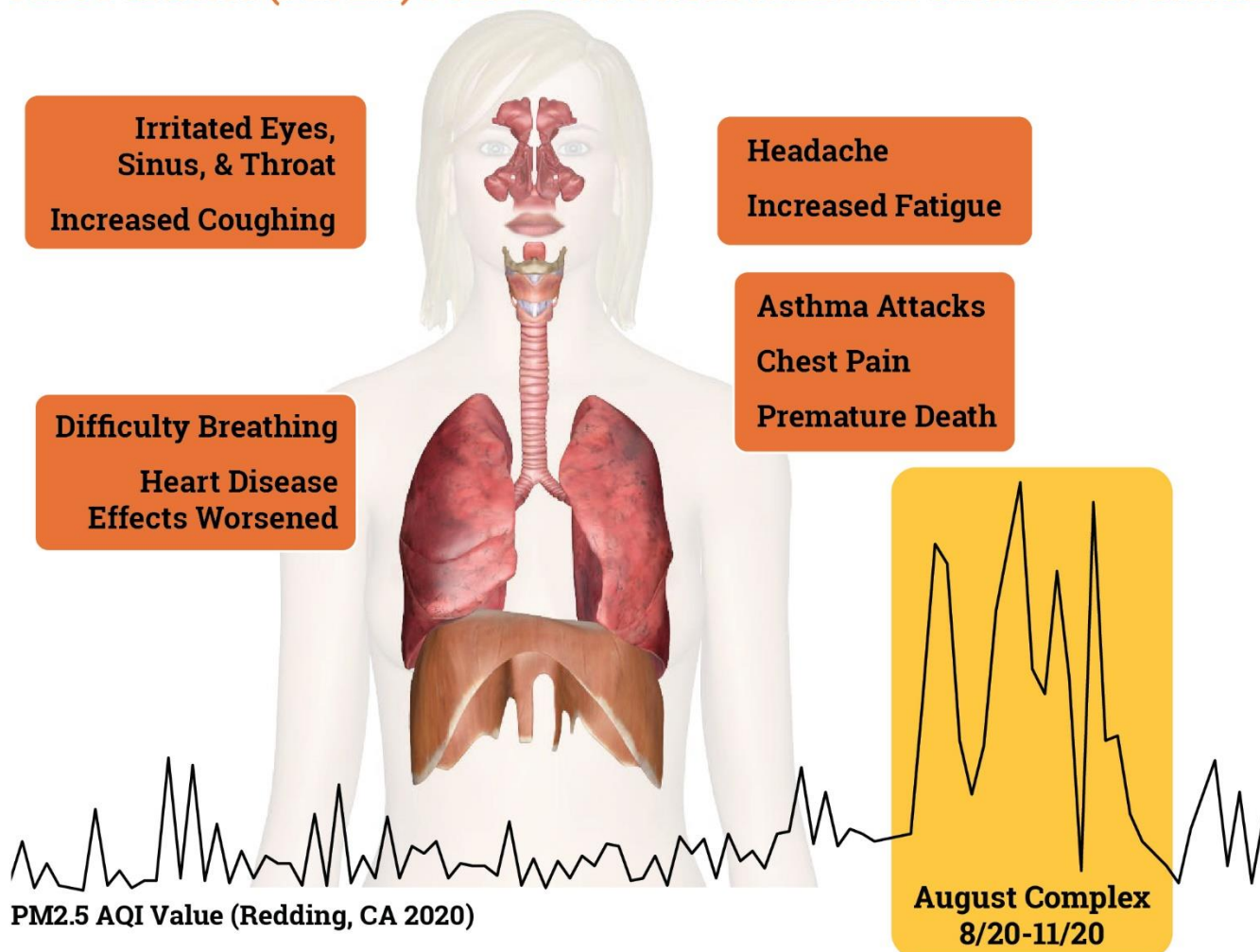


Figure 7-30: Wildfire Smoke Health Impacts

Combustion Engines and Ozone

Ozone pollution caused by vehicle and industrial emissions is another the major air contamination concern during the summer months. Ozone concentrations are also influenced by smoke from nearby wildfires. Ozone is formed by a photochemical reaction of nitrogen oxides and reactive organic gases. These ozone precursors are emitted as part of the exhaust of internal combustion engines in the NSVPA and BSA and transported northward via prevailing winds. While pollutant concentrations have generally declined over the years, peak ozone values in the SVAB have not declined as quickly as they have in other urban areas. Additional emissions reductions will be needed to attain state and federal ambient air quality standards in the air basin.

Inversions

Generally, the northern portion of the Sacramento Valley experiences moderate to very poor capability to disperse pollutants nearly 80 percent of the time, primarily due to the relatively stable atmosphere which acts to suppress vertical air movement. In valley locations under 1,000 feet in elevation, such as the City of Shasta Lake and the Redding Metropolitan area, this tendency for inversions to occur, where the upper and lower atmospheres remain stratified instead of mixing, creates a “lid” under which

pollutants are trapped (see Figure 7-31). Dust, smoke, and other pollutants caught within these inversion layers will not disperse until atmospheric conditions become more unstable. Especially during the winter months, long nights, calm winds, and clear skies increase the rate of cooling at the Earth's surface and reduce the mixing of warm and cold air layers. (National Weather Service, n.d.) Cold-weather inversions trap airborne particles from open burning, fireplaces, and wood stoves, increasing concentrations of pollutants at or near the ground surface which pose significant health risks for plants, animals, and people.

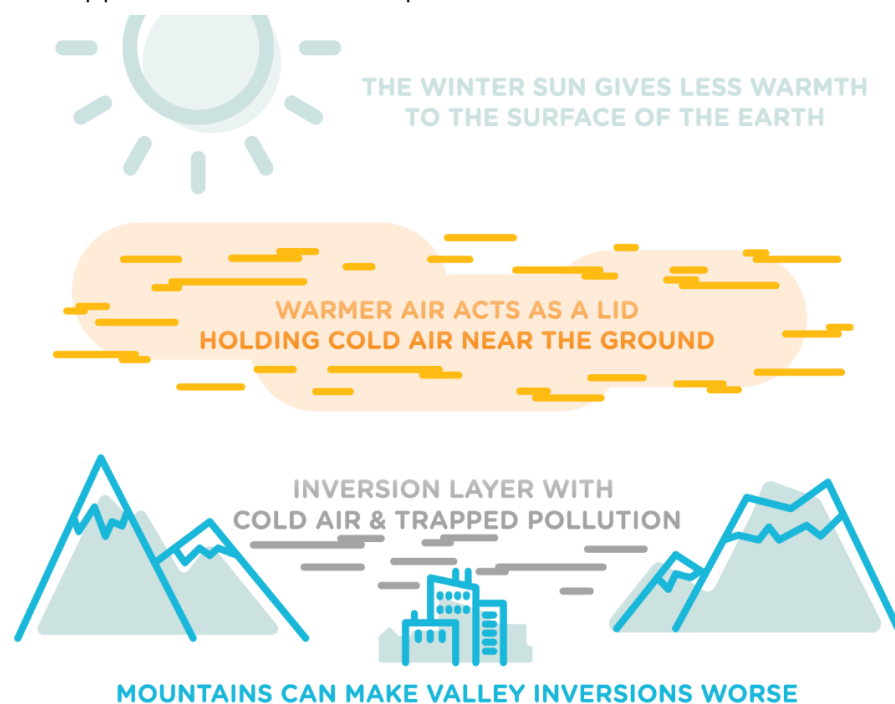


Figure 7-31: Diagram of Inversion Mechanics

Source: Utah Department of Environmental Quality website (deq.utah.gov)

7.5.2.3 Sensitive Populations and Land Uses

Sensitive populations are more susceptible to the effects of air pollution than the general population, particularly those in close proximity to localized emission sources. CARB identifies sensitive population groups as children under 14 years, elderly over 65 years, athletes, and people with cardiovascular and chronic respiratory diseases. Locations and land uses that may have high concentrations of these sensitive groups include residential areas, hospitals, childcare and eldercare facilities, elementary schools, and parks. In the City of Shasta Lake, the majority of land uses are residential, commercial, industrial, and open space; however, there are several schools scattered throughout the city which are more susceptible to the effects of air pollution. There are also various parks located within the city, such as Clair Engle Park, Margaret Polf Park, and Bizz Johnson Ball Park, but the closest hospitals are located in the City of Redding.

7.5.2.4 Air Quality Monitoring

Both the California and National Ambient Air Quality Standards (NAAQS) address various types of air pollution, including ozone (O_3), inhalable particulate matter, sulfur dioxide (SO_2), carbon monoxide (CO), nitrogen dioxide (NO_2), and lead. The California Ambient Air Quality Standards (CAAQS) go further and also regulate sulfates, hydrogen sulfide (H_2S), and visibility-reducing particles.

Inhalable particulate matter, or particle pollution, is a mixture of solid particles and liquid droplets suspended in the air. These particles include dust, pollen, mold, wildfire smoke, vehicle exhaust, organic compounds, and metals, among others. Inhalable particulate matter with a diameter of 10 microns or less (PM_{10}) can enter the lungs and even the bloodstream, causing serious health effects, with the greatest risk resulting from fine particulate matter with a diameter of 2.5 microns or less ($PM_{2.5}$). See Figure 7-32 for a size comparison of particulate matter particles. (EPA, n.d.)

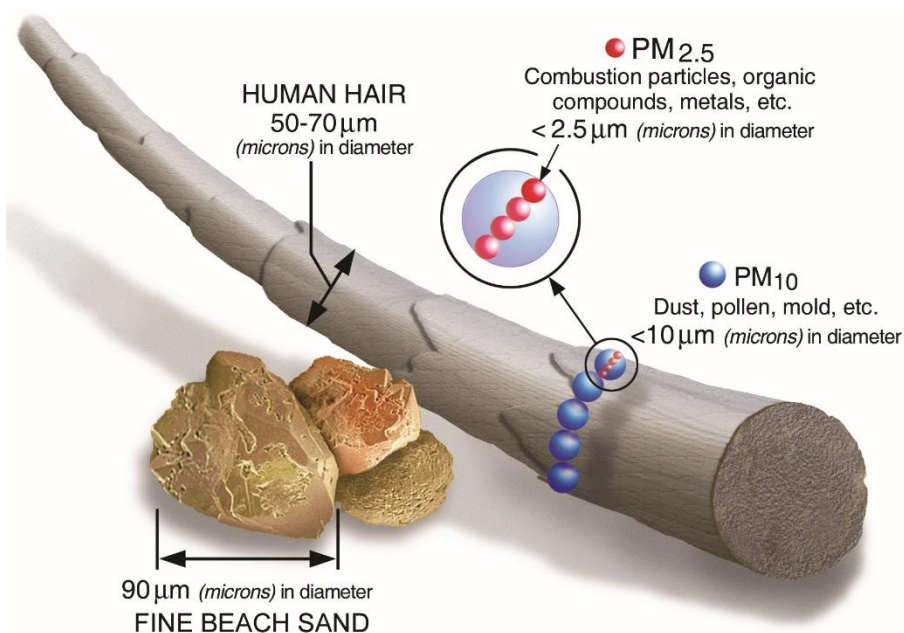


Figure 7-32: Size Comparison of Particulate Matter Particles

Source: Environmental Protection Agency website (epa.gov/pm-pollution)

The California Clean Air Act (CCAA) requires air quality management districts that are not meeting ambient air quality standards (i.e., designated as a nonattainment area) to submit a plan for attaining and maintaining standards for ozone, carbon monoxide, sulfur dioxide, or nitrogen dioxide and review progress every three years. The first air quality attainment plan was prepared and adopted by the NSVPA air districts in 1991 and updates have been undertaken approximately every three years since. The most recent update to the NSVPA Air Quality Attainment Plan was completed in 2018. The Plan included an assessment of the progress made in protecting regional air quality, and in general found that regional air quality has been improving, with the exception of ozone.

The California ozone standard is 0.07 parts per million (ppm) over an eight-hour period or 0.09 ppm over a one-hour period. To account for year-to-year weather fluctuations and exceptional circumstances, one exceedance per year on average is allowed at any site within the air district. (SVAQEEP, 2018) Several air districts within the NSVPA, including the [Shasta County Air Quality Management District \(AQMD\)](#), are designated as nonattainment for the California eight-hour ozone standard as of August 2019. The district is designated as attainment for all other criteria air pollutants.

There are several air quality monitoring stations in the Shasta County AQMD. Redding and Anderson monitoring stations are the only ones currently monitoring for ozone, PM_{10} , and $PM_{2.5}$. There are two "experimental" monitoring stations in operation within the City of Shasta Lake that can be helpful in

gauging smoke levels" although not official stations. The Shasta Lake-Lake site is located on Lake Boulevard just south of the Shasta Dam Boulevard intersection and monitors ozone. The other site, known as Shasta Lake-La Mesa, is located at Central Valley High School south of La Mesa Avenue and monitors PM₁₀. (CARB, 2020)

Aside from the Shasta Lake-Lake location, all the Shasta County ozone monitoring sites have reported a decreasing number of days over the eight-hour standard since 2007, and none of the stations recorded a day over the California one-hour standard between 2015 and 2017. According to the 2018 Air Quality Attainment Plan prepared by the Sacramento Valley Air Quality Engineering and Enforcement Professionals (SVAQEEP), the projected precursor emissions for ozone continue to show a downward trend.

The Shasta County AQMD continues to engage in a spectrum of public engagement and education efforts to increase awareness of air quality issues and encourage community members to curtail their emissions. (SVAQEEP, 2018) Further, air quality policies and actions contained within this Public Safety and Community Health Element are intended to establish policy direction and implementation measures that allow the Sacramento Valley Air Basin to attain and maintain all federal and state air quality standards, as well as to protect Shasta Lake residents and businesses from the harmful effects of poor air quality.

7.5.3 HAZARDOUS MATERIALS AND WASTE MANAGEMENT

State and federal laws regulate the production, storage, handling, and disposal of hazardous materials and waste, including industrial wastes, pesticides, radioactive substances, asbestos, and combustible fuels. Hazardous materials commonly used in the home include household cleaners, garden pesticides, used motor oil and filters, paint supplies, car batteries, and pool chemicals. The storage and handling of hazard materials is regulated differently than the disposal of hazardous materials, referred to herein as "hazardous waste." This section discusses hazardous materials in various life cycle phases, from production through use, storage, transport, and disposal.

Click for Hazardous Materials & Waste Management goals, policies, and implementation actions.

Hazardous materials include substances that are explosive, flammable, poisonous, corrosive, radioactive, reactive, or any combination thereof because of the quantity, concentration, or characteristics of the material. Hazardous materials require special care in handling due to the potential risks to public health and safety and the environment, including from fire, explosion, or contamination. The potential danger of these types of materials increases in highly populated areas and along transportation routes. In the City of Shasta Lake, areas of concern involve operational use and storage, inadvertent release, transport, and disposal.

The primary concerns associated with a hazardous material are the short- and long-term effects on the public from exposure through unintentional releases. When evaluating future development, it is important to consider the quantity and location of hazardous materials, as well as the disposal of the resulting waste, near a project or being generated as part of a project. State and federal laws require inventorying and reporting for businesses that store more than 55 gallons of hazardous liquids, 500 pounds of solids, or 200 cubic feet of compressed gases, including plans for incident prevention,



emergency response, and evacuation. All businesses in Shasta Lake that meet the aforementioned criteria are required to prepare a Hazardous Materials Business Plan with the [Environmental Health Division \(EHD\)](#) of Shasta County. EHD also regulates the proper treatment and disposal of medical waste (i.e., sharps and biohazardous waste) for businesses located within Shasta County.

It is critical to locate facilities involved in the production, use, storage, transport, or disposal of hazardous materials away from land uses that may be adversely impacted by such activities and areas susceptible to impacts or damage from a natural disaster. See Figure 7-33 for the locations of active handlers of hazardous materials or waste within the City of Shasta Lake. The locations of these sites are important to understand for future siting and quantification of hazards within the community.

Understanding the nature and locations of leaking underground storage tanks (LUST), brownfields, and other sites needing remediation from potential contamination is also vital to protecting the community from exposure to hazardous materials or waste. See Figure 7-34 for the locations of open and closed (i.e., remediated) hazardous materials clean-up sites.

7.5.3.1 Household Hazardous Waste and Electronic Waste

For future health and safety of the community, it is also import for Shasta Lake to support the operation of programs and recycling centers that accept household hazardous substances, such as paint, car batteries, used motor oil, and cleaning chemicals. In Redding, there is a household hazardous waste facility that provides for disposal of household and car batteries, compact fluorescent light bulbs, fluorescent light tubes, paint, garden and household chemicals, and sharps. The Buckeye Transfer Station, located just off of Lake Boulevard, accepts used motor oil and filters, and the Anderson Landfill accepts tires, construction and demolition debris, and industrial and special waste; although, the landfill does not accept hazardous waste.

As the use of televisions, computers, cell phones, and other electronic devices increases, the issues surrounding the of disposal of electronic waste, or "e-waste," also grow. Without adequate standards, oversight, and disposal facilities, e-waste may be burned or submerged in acid baths to recover valuable components, resulting in the potential for significant public health and environmental impacts. (U.S. Environmental Protection Agency, 2021) For residents in the City of Shasta Lake, e-waste recycling and disposal is available at the Anderson Landfill, Redding Transfer Station, Burney Transfer Station, and West Central landfill. No curbside services are currently offered.

7.5.3.2 Solid Waste Management

Solid waste management addresses typical household and business waste, including non-hazardous waste (i.e., trash), recycling, and green waste. Trash and recycling pick-up in the City of Shasta Lake are provided by [Waste Management](#), a private entity, and processing and disposal are done at the Anderson Cottonwood Disposal in Redding. (Waste Management, n.d.) This facility provides solid waste disposal, recycling, and yard waste collection. In addition, the Buckeye Transfer Station, owned by Shasta County and operated by Waste Management, is located within the city and accepts municipal residential waste and recycling.

Food scraps and yard waste, known as "green waste," make up more than 30 percent of the solid waste sent to landfills in the United States. Compost is organic material, such as food scraps and garden

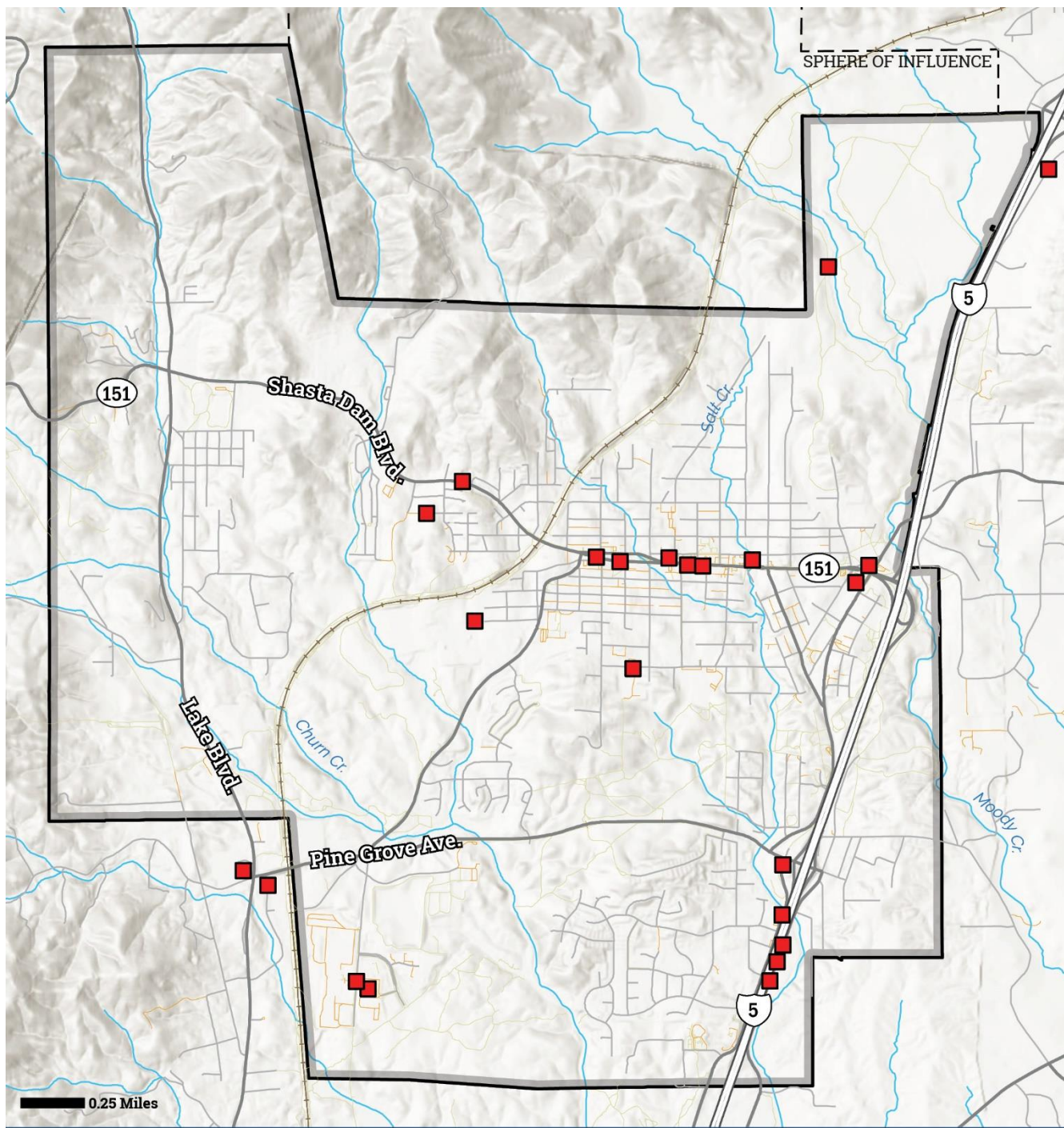
cuttings, that can be used to amend soil and add nutrients that help plants grow. Instead of taking up space in landfills and contributing to the release of methane, a potent greenhouse gas, green waste can be composted. Composting effectively recycles nutrients and replenishes valuable organic material in the soil, resulting in the reduced need for chemical fertilizers. Compost also helps soils retain moisture and encourages beneficial bacteria and fungi. (U.S. Environmental Protection Agency, 2021)

Backyard composting is easy and can help divert the majority of green waste from landfills. Some types of green waste, such as dairy products and meat; diseased or insect-infested plants or trimmings; noxious or invasive weeds; and pet waste, can only be composted in large-scale commercial facilities where the composting process is tightly controlled and reaches a high enough heat (around 130 degrees Fahrenheit) to remove pests and prevent weed seeds from germinating. Commercial facilities can also handle biodegradable serving ware, such as cups and plates. There is currently no commercial composting available in City of Shasta Lake, but the City of Redding operates a facility that processes approximately 18,000 tons of green waste each year.

7.5.3.3 Wastewater Management

The City of Shasta Lake provides wastewater collection services to approximately 3,518 residential, commercial, industrial, and institutional accounts. The City owns, operates, and maintains the wastewater collection system, which consists of approximately 58 miles of gravity and force mains that convey flow to the Shasta Lake Wastewater Treatment Plant. The City's Wastewater Master Plan identifies necessary improvements based on the 10- and 20-year future growth projections, compiled into a Capital Improvement Program.

There are also more than 500 on-site wastewater treatment systems (OWTS) (i.e., septic systems) located within the city limits, most of which are outside of the current wastewater service area. Concerns and policies regarding OWTS failure risk and potential water quality impacts are discussed in the Conservation Element.



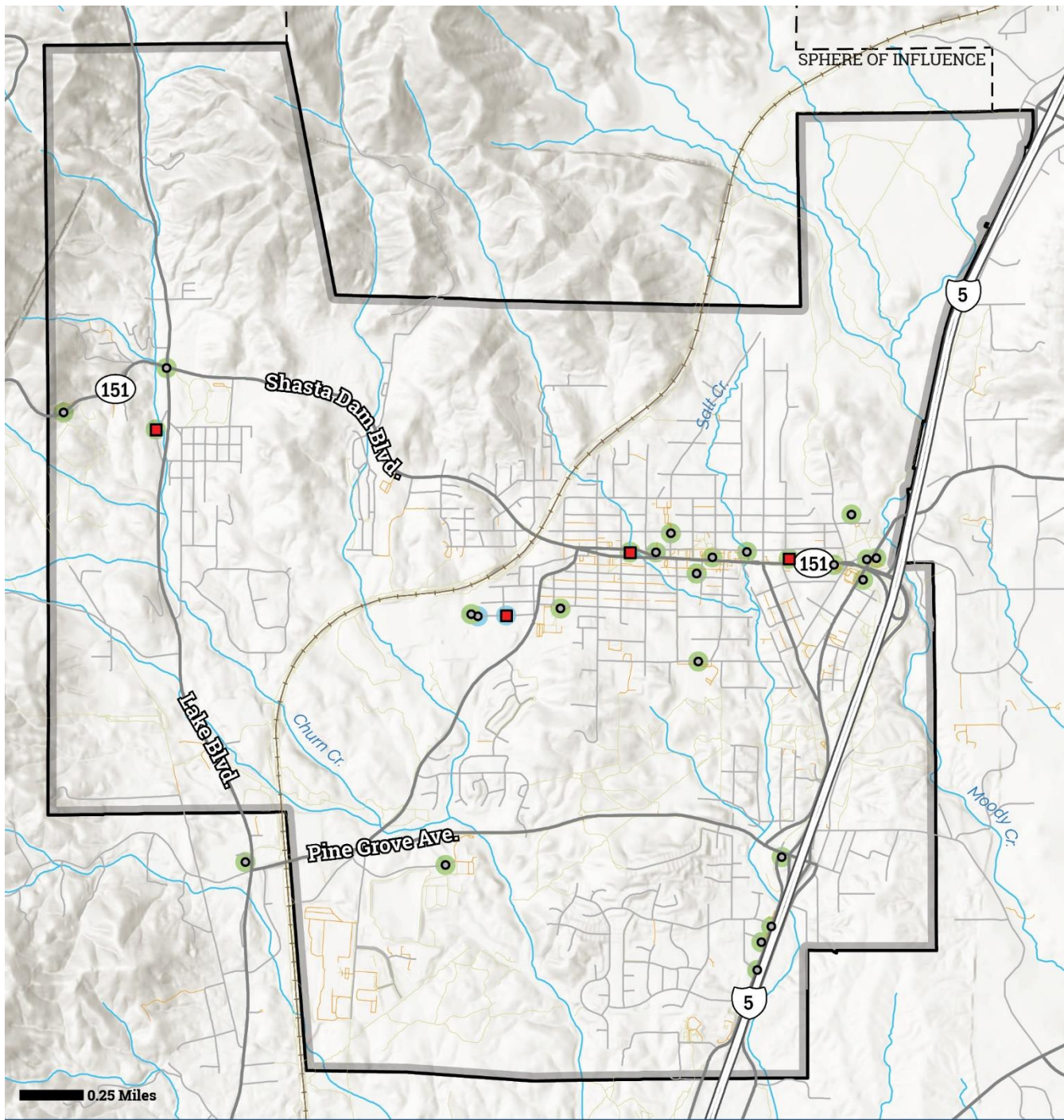
**California Department of Toxic Substances Control
Hazardous Waste Tracking System (HWTS)**

■ Active Handler Facilities

The HWTS system generates reports on hazardous waste shipments for generators, transporters, and treatment, storage and disposal facilities.

**Hazardous Materials
Active Handlers
City of Shasta Lake**

Figure 7-33: Hazardous Materials Sites, Active Handlers



California State Water Resources Control Board
GeoTracker Cleanup Sites

SITE SYMBOL

■ Open Case

○ Completed - Case Closed

SITE HIGHLIGHT

● Cleanup Site

● LUST Site

GeoTracker is the Water Boards' data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

**Hazardous Materials
Cleanup
City of Shasta Lake**

Figure 7-34: Hazardous Materials Cleanup Sites



7.6 Goals, Policies, and Implementation Actions

PUBLIC SAFETY AND EMERGENCY RESPONSE

GOAL HS-1

Create and maintain a safe environment. *(Source: New)*

POLICY-HS-1.1	Coordinate with state, county, and other local agencies to build mutual aid capacity for emergency events, especially through disaster preparedness training. <i>(Source: New)</i>
POLICY-HS-1.2	Expand emergency training and local expertise for hazard event response and recovery, including through volunteer roles. <i>(Source: New)</i>
POLICY-HS-1.3	Protect life and property by encouraging the incorporation of Crime Prevention Through Environmental Design techniques in the physical design of new development. <i>(Source: Existing Objective FS-2, modified)</i>
POLICY-HS-1.4	Establish levels of service thresholds for fire protection and law enforcement services. <i>(Source: Existing Policy FS-a)</i>
POLICY-HS-1.5	All land divisions and development applications that have the potential for life-safety impacts shall be forwarded to the Shasta Lake Fire Protection District (SLFPD) for review. <i>(Source: New)</i>
POLICY-HS-1.6	Known fire hazard information should be analyzed as part of every general plan amendment, zone change, use permit, variance, building site approval, and all other land development applications subject to environmental assessment. <i>(Source: Existing Policy FS-c)</i>
POLICY-HS-1.7	New development shall be encouraged to incorporate site planning and appropriate structural design features designed to deter crime. <i>(Source: Existing Policy FS-d)</i>
POLICY-HS-1.8	New and non-conforming development located in hazard areas requiring additional levels of law enforcement and fire services shall participate in offsetting costs for the additional services. <i>(Source: Existing Policy FS-e, modified)</i>
POLICY-HS-1.9	<i>"The Local Hazard Mitigation Plan (LHMP) for the City of Shasta Lake planning area was developed in accordance with the Disaster Mitigation Act of 2000 (DMA 2000) and followed FEMA's 2011 Local Hazard Mitigation Plan guidance. The LHMP incorporates a process where hazards are identified and profiled, the people and facilities at risk are analyzed, and mitigation actions are developed to reduce or eliminate hazard risk. The implementation of these mitigation actions, which include both short and long-term strategies, involves planning, policy changes, programs, projects, and other activities. (Source: Existing Policy FS-f, modified)</i>

-
- IMPLEMENTATION-HS-1.1** Ensure developed properties are easily identifiable by emergency responders from the street. (Source: New)
- Responsibility:** SLFPD and City Development Services Department
Time Frame: Ongoing
Funding Source: General fund (staff)
- IMPLEMENTATION-HS-1.2** Work to maintain an adequate emergency response time for all proposed urban development. Identify existing developed areas lacking adequate emergency service, especially focusing on neighborhoods in high wildfire hazard zones that do not have at least two emergency evacuation routes, both urban and rural. (Source: Existing Implementation FS-(1), modified)
- Responsibility:** SLFPD, Shasta County Sheriff's Office, and City Development Services Department
Time Frame: Ongoing; inventory of emergency evacuation routes by 2024
Funding Source: General fund (staff)
- IMPLEMENTATION-HS-1.3** Maintain mutual aid agreements with other agencies in Shasta County. (Source: Existing Implementation FS-(2))
- Responsibility:** SLFPD, Shasta County Sheriff's Office, and City Finance and Public Works Departments
Time Frame: Ongoing
Funding Source: General fund (staff)
- IMPLEMENTATION-HS-1.4** Identify and create evacuation zones based on area-specific considerations. (Source: New)
- Responsibility:** SLFPD, Shasta County Sheriff, and City Development Services and Public Works Departments
Time Frame: 1-3 years
Funding Source: General fund (staff)
- IMPLEMENTATION-HS-1.5** Encourage the County to require development in unincorporated areas within the City's Sphere of Influence to conform to development standards within the city, including but not limited to Uniform Building Code, Uniform Fire Code, water, wastewater, and street improvement standards. (Source: Existing Implementation FS-(4))
- Responsibility:** City Development Services Department
Time Frame: Ongoing
Funding Source: General fund (staff)
- IMPLEMENTATION-HS-1.6** Provide rapid and timely response to all law enforcement and other emergencies. Work to maintain minimum average response times. (Source: Existing Implementation FS-(6))
- Responsibility:** SLFPD, Shasta County Sheriff, and City Administration Department
Time Frame: Ongoing
Funding Source: General fund (staff) and grants



IMPLEMENTATION-HS-1.7 Identify geographical areas or population groups experiencing noticeable crime victimization in order to improve effectiveness of crime prevention efforts and commit resources, as appropriate, to these areas to help them. *(Source: Existing Implementation FS-(7))*

Responsibility: Shasta County Sheriff's Office and City Administration and Development Services Departments

Time Frame: Ongoing

Funding Source: General fund (staff) and grants

IMPLEMENTATION-HS-1.8 Periodically evaluate the cost and benefits of maintaining contract law enforcement services to determine if the city should establish its own police services. *(Source: Existing Implementation FS-(8), modified)*

Responsibility: City Administration Department

Time Frame: Ongoing

Funding Source: General fund (staff) and grants

NATURAL HAZARDS

GOAL HS-2	Minimize the risk to life and property from natural disasters. (<i>Source: New</i>)
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POLICY-HS-2.1	Implement the City of Shasta Lake Hazard Mitigation Plan. (<i>Source: New</i>)
POLICY-HS-2.2	Educate the public about natural hazard risks, mitigation, and hazard preparedness. (<i>Source: New</i>)
POLICY-HS-2.3	Participate in region-wide emergency preparedness plans to protect the public from hazards. (<i>Source: Existing Policy FL-d, modified</i>)
POLICY-HS-2.4	Locate, to the extent feasible, new essential public facilities (e.g., schools, health care facilities, emergency shelters, emergency response centers) outside of hazard areas, such as high severity fire zones and the 100-year floodplain, considering future climate change projected increase in hazard areas. (<i>Source: Existing Policy FL-f, modified</i>)
IMPLEMENTATION-HS-2.1	<p>Update the HMP regularly and as required to stay in compliance with relevant FEMA and state requirements. (<i>Source: New</i>)</p> <p>Responsibility: City Development Services Department Time Frame: Ongoing Funding Source: General fund (staff) and grants</p>
IMPLEMENTATION-HS-2.2	<p>Prioritize and apply for funding through the FEMA Hazard Mitigation Assistance grant program and through CALFIRE for mitigation actions identified in the HMP. (<i>Source: New</i>)</p> <p>Responsibility: SLFPD and City Development Services Department Time Frame: Ongoing Funding Source: Grants</p>
IMPLEMENTATION-HS-2.3	<p>Create and maintain a "Hazard Preparedness" page or pages on the City's website to educate the public about the flood hazard in Shasta Lake. (<i>Source: New</i>)</p> <p>Responsibility: SLFPD and City Development Services Department Time Frame: Ongoing Funding Source: General fund (staff) and grants</p>



WILDFIRE HAZARD

GOAL HS-3

Minimize the risk to life and property from wildfire. *(Source: New)*

POLICY-HS-3.1	Identify the areas of highest fire risk in the community and prioritize areas for treatment, modification, or abatement when appropriate. <i>(Source: New)</i>
POLICY-HS-3.2	Ensure emergency responders have adequate water supplies around the city, particularly in developed areas with limited access in high fire hazard zones. <i>(Source: New)</i>
POLICY-HS-3.3	Limit new development in high fire hazard zones to those projects which can meet established standards for adequate emergency and evacuation access and water supplies. <i>(Source: New)</i>
POLICY-HS-3.4	Collaborate with local, state, tribal, and federal entities to address wildfire risk on lands surrounding the city. <i>(Source: New)</i>
POLICY-HS-3.5	Enforce weed abatement regulations, especially on vacant land, and assist residents in weed abatement and debris clearing. Prioritize assistance to senior, disabled, and low-income persons living in high wildfire hazard areas. <i>(Source: New)</i>
POLICY-HS-3.6	Protect development from wildland and non-wildland fires by requiring development to incorporate design measures responsive to the risk from this hazard. <i>(Source: Existing Objective FS-1)</i>
POLICY-HS-3.7	Encourage wildfire-resilient options for redevelopment should a wildfire occur, such as alternate location, construction material, topography, or vegetation. <i>(Source: New)</i>
IMPLEMENTATION-HS-3.1	<p>Strengthen site access, emergency water supply, vegetative fuel modification, and defensible space standards for new development, including for the long-term maintenance of such infrastructure. Develop fire protection and hazardous fuel reduction plans for new subdivisions in high fire hazard areas. Ongoing implementation of the plans should be required and funded by new development. <i>(Source: New)</i></p> <p>Responsibility: SLFPD and City Development Services Department Time Frame: 1-3 years Funding Source: General fund (staff)</p>
IMPLEMENTATION-HS-3.2	<p>Identify residential areas within high fire hazard zones that do not have at least two routes for emergency egress, lack adequate emergency water supply, or need vegetative fuel modification to reduce risk. Work with affected residents and the SLFPD to identify potential area-specific solutions to ensure risk reduction. <i>(Source: New)</i></p> <p>Responsibility: SLFPD and City Development Services and Public Works</p>

Departments

Time Frame: Ongoing

Funding Source: General fund (staff) and grants

- IMPLEMENTATION-HS-3.3** To the degree possible, align the goals, policies, and implementation actions for wildfire hazard mitigation across all plans that address fire protection, and update plans as necessary. (Source: New)

Responsibility: SLFPD and City Development Services Department

Time Frame: Ongoing

Funding Source: General fund (staff)

- IMPLEMENTATION-HS-3.4** In collaboration with local, state, tribal, and federal entities, identify strategic areas near the city boundaries to employ greenbelts as defensible space buffers for developed areas. Evaluate the feasibility of creating and maintaining greenbelts for fire protection purposes. (Source: New)

Responsibility: SLFPD and City Development Services Department

Time Frame: 1-3 years

Funding Source: General fund (staff)

- IMPLEMENTATION-HS-3.5** Conduct regular wildfire response training with fire personnel and volunteers, and ensure they are properly trained to conduct controlled burns in and around the city. (Source: New)

Responsibility: SLFPD and City Development Services Department

Time Frame: Ongoing

Funding Source: General fund (staff)

- IMPLEMENTATION-HS-3.6** Conduct a public awareness and education campaign about wildfire preparedness with a focus on at-risk populations and renters. (Source: New)

Responsibility: SLFPD and City Development Services Department

Time Frame: Ongoing

Funding Source: General fund (staff)

- IMPLEMENTATION-HS-3.7** Enforce standards to protect structures and roadways in wildland fire areas and include standards in a Best Practices Manual or similar implementing program that meets the SRA Fire Safe Regulations and Fire Hazard Reduction Around Buildings and Structures Regulations. These standards will include, for example, use of fire-resistant building and roofing materials, installation of fire-resistant landscaping, maximum road gradients, and clearance of vegetation proximate to structures and roadways (both public and private). (Source: Existing Implementation FS-(5), modified)

Responsibility: SLFPD and City Development Services Department

Time Frame: Ongoing

Funding Source: General fund (staff) and grants

FLOOD HAZARD

GOAL HS-4

Minimize the risk to life and property from flood. *(Source: New)*

POLICY-HS-4.1	Protect public health and safety from flooding through floodplain management which regulates the types of land uses which may locate in the floodplain, prescribes construction designs for floodplain development, and requires mitigation measures for development which would impact the floodplain by increasing runoff quantities. <i>(Source: Existing Objective FL-1)</i>
POLICY-HS-4.2	Regulate new development in floodplains through zoning regulations addressing land use type, density, and siting of structures. <i>(Source: Existing Policy FL-a)</i>
POLICY-HS-4.3	Support project level flood control measures that also further the goals of recreation, resource conservation (including streamside vegetation and habitat modification when necessary), and the preservation of the scenic values of water resources. <i>(Source: Existing Policy FL-b, modified)</i>
POLICY-HS-4.4	Design or approve flood control measures which avoid, to the extent feasible, the alteration of creeks, wetlands, and riparian buffer areas. <i>(Source: Existing Policy FL-c, modified)</i>
POLICY-HS-4.5	Continue collaborative working relationships among regional public agencies with responsibility for flood protection and participate in region-wide emergency preparedness plans to protect the public from flooding hazards. <i>(Source: Existing Policy FL-d, modified)</i>
POLICY-HS-4.6	Participate in the preparation of a region-wide flood control drainage plan to reduce existing and future regional flooding. <i>(Source: Existing Policy FL-e)</i>
POLICY-HS-4.7	Continue participation in the National Flood Insurance Program (NFIP). <i>(Source: New)</i>
POLICY-HS-4.8	Periodically update the citywide Master Drainage Plan, reducing existing and future flooding hazards. <i>(Source: Existing Policy FL-g, modified)</i>
POLICY-HS-4.9	Maintain Flood Hazard Maps to aid in the project review process. <i>(Source: Existing Policy FL-h, modified)</i>
POLICY-HS-4.10	Require mitigation for impacts of new development on the floodplain or other downstream areas due to increased runoff, potentially through low impact design best practices. <i>(Source: Existing Policy FL-i, modified)</i>

- IMPLEMENTATION-HS-4.1** As part of project review, ensure that structures subject to the 100-year flood provide adequate protection from flood hazards. *(Source: Existing Implementation FL-(1))*
- Responsibility:** City Public Works and Development Services Departments
Time Frame: Ongoing
Funding Source: General fund (staff) and new development
- IMPLEMENTATION-HS-4.2** In designing flood control facilities, consider the need to protect anadromous fisheries and allow for adequate water passage to ensure the survival of downstream riparian ecosystems. *(Source: Existing Implementation FL-(2))*
- Responsibility:** City Public Works and Development Services Departments
Time Frame: Ongoing
Funding Source: General fund (staff) and grants
- IMPLEMENTATION-HS-4.3** Conduct regular meetings with city staff to review effectiveness of the floodplain management ordinance and identify areas for improvement. *(Source: New)*
- Responsibility:** City Public Works and Development Services Departments
Time Frame: Ongoing
Funding Source: General fund (staff)



CLIMATE CHANGE HAZARD

GOAL HS-5

Minimize the risk to life and property from climate change. (*Source: New*)

POLICY-HS-5.1

Incorporate climate change considerations into city processes and planning efforts, utilizing best available data to understand climate predictions and the potential impacts on community resources and facilities. This includes such plans as the City Hazard Mitigation Plan and Public Safety and Community Health Element Appendix A: Climate Vulnerability Assessment. (*Source: New*)

POLICY-HS-5.2

Actively participate in regional discussions on infrastructure improvements and adaptation strategies related to climate resiliency and addressing potential community impacts. (*Source: New*)

IMPLEMENTATION-HS-5.1

When reviewing new development, consider impacts that may be exacerbated by climate change projections, and identify potential mitigations for consideration by the project proponents and the approving authority. (*Source: New*)

Responsibility: City Development Services Department

Time Frame: Ongoing

Funding Source: General fund (staff)

IMPLEMENTATION-HS-5.2

Incorporate climate change impacts into public emergency preparedness education programs, with special consideration given to effective methods to communicate the issue to a general audience. (*Source: New*)

Responsibility: Shasta County Sheriff's Office, SLFPD, and City Development Services Department

Time Frame: Ongoing

Funding Source: General fund (staff) and grants

IMPLEMENTATION-HS-5.3

Assess existing infrastructure and essential public facilities that are vulnerable to hazard impacts, taking into consideration potential climate change impacts. (*Source: New*)

Responsibility: City Public Works and Development Services Departments

Time Frame: Ongoing

Funding Source: General fund (staff)

- IMPLEMENTATION-HS-5.4** Identify important green infrastructure in the city that may be used in climate adaptation projects. Where feasible, use existing natural features and ecosystem processes, or the restoration of natural features and ecosystem processes, when developing climate mitigation and adaptation projects (e.g., floodplain and wetlands restoration or preservation, combining levees with restored natural systems to reduce flood risk, and urban tree planting to mitigate high heat days). *(Source: New)*

Responsibility: *City Public Works and Development Services Departments*

Time Frame: *Ongoing*

Funding Source: *Impact Fees, Grants, and General Fund (staff)*



GEOLOGIC HAZARDS

GOAL HS-6

Minimize the risk to life and property from geologic hazards. (*Source: New*)

POLICY-HS-6.1	Protect development from seismic hazards, and protect essential or critical structures, such as schools, public meeting facilities, emergency services, and high-rise and high-density structures, by developing standards appropriate for such protection. (<i>Source: Existing Objective SG-1, modified</i>)
POLICY-HS-6.2	Comply with state seismic and building standards in the design and siting of critical facilities, including hospital facilities, law enforcement and fire stations, school facilities, hazardous material manufacture and storage facilities, bridges, and large public assembly halls. Require all new buildings in the city be built under the seismic requirements of the currently adopted codes. (<i>Source: Existing Policy SG-a</i>)
POLICY-HS-6.3	The City of Shasta Lake should coordinate with county, state and federal agencies monitoring volcanic activity and hazards. (<i>Source: Existing Policy SG-b</i>)
POLICY-HS-6.4	Sedimentation and erosion from development shall be minimized through ordinances and implementation mechanisms as adopted by the City. (<i>Source: Existing Policy SG-c</i>)
POLICY-HS-6.5	Protect development from geologic hazards such as landslides, erosion, and expansive soils. (<i>Source: Existing Objective SG-3</i>)
IMPLEMENTATION-HS-6.1	<p>Identify and prioritize seismic retrofits needed on existing public buildings. (<i>Source: New</i>)</p> <p>Responsibility: City Public Works Department Time Frame: Ongoing Funding Source: Grants</p>
IMPLEMENTATION-HS-6.2	<p>Support residents and business owners to implement seismic bracing and other retrofits for non-structural building components. (<i>Source: New</i>)</p> <p>Responsibility: City Public Works Department Time Frame: Ongoing Funding Source: Grants</p>

IMPLEMENTATION-HS-6.3 Avoid development on unstable slopes through implementation and occasional revisiting of the City's Grading, Erosion Control, and Hillside Development Ordinance. *(Source: New)*

Responsibility: *City Development Services Department*

Time Frame: *Ongoing*

Funding Source: *General fund (staff)*

IMPLEMENTATION-HS-6.4 Consider options for implementing application of California Building Code seismic bracing requirement for non-structural building components for commercial projects involving major changes in use requiring a use permit. *(Source: New)*

Responsibility: *City Development Services Department*

Time Frame: *Ongoing*

Funding Source: *General fund (staff)*



COMMUNITY HEALTH AND WELLNESS

GOAL HS-7

Create and maintain a community with equitable access to healthy foods and adequate care services and with opportunities for healthy and active lifestyles. (Source: New)

POLICY-HS-7.1	Increase access to and promote the availability of healthy and culturally appropriate foods, including by increasing the capacity for individuals to grow and source foods locally. (Source: New)
POLICY-HS-7.2	Whenever possible, work to address local food security disparities, especially among children, seniors, and low-income households, in new or updates to existing plans, programs, and other mechanisms. (Source: New)
POLICY-HS-7.3	Support agencies in their effort to improve the local food system and access to locally-sourced fresh produce with community-based solutions. (Source: New)
POLICY-HS-7.4	Promote an age-friendly community that serves residents at all stages of life. (Source: New)
POLICY-HS-7.5	Encourage the co-location and accessibility of health care services, including for vision, dental, and mental health care. (Source: New)
POLICY-HS-7.6	Explore opportunities for community collaboration and the efficient use of limited resources to improve access and services for the community's seniors and children. (Source: New)
POLICY-HS-7.7	Provide a range of quality recreational facilities that represent the multicultural needs of the community, are well maintained, and have adequate lighting, signage, and hours of operation. (Source: New)
POLICY-HS-7.8	Promote physical activity in the daily routines of residents through targeted improvements to active transportation infrastructure, consistent with the Circulation Element. (Source: New)
IMPLEMENTATION-HS-7.1	Collaborate with Shasta County Health and Human Services Agency (SCHHSA) to help identify funding sources to facilitate improved access to healthy and culturally appropriate foods, comprehensive health care services, nutrition programs, childcare, and supportive services, especially for disadvantaged populations. (Source: New)

Responsibility: SCHHSA and City Administration and Development Services Departments

Time Frame: Ongoing

Funding Source: General fund (staff) and grants

IMPLEMENTATION-HS-7.2 In collaboration with the SCHHSA and community organizations, develop a program to encourage convenience stores, supermarkets, and neighborhood markets to stock fresh produce, meats and dairy, 100% juices, and whole-grain products. Identify stores that are willing to participate in the program. *(Source: New)*

Responsibility: SCHHSA and City Administration and Development Services Departments

Time Frame: 1-5 years

Funding Source: General fund (staff) and grants

IMPLEMENTATION-HS-7.3 Participate in the establishment of a food system work group or coalition among local government departments, including Shasta County, local schools, and local stakeholder groups to plan for a more robust and equitable local food system that facilitates the following or similar improvements:

- Support businesses and institutions that purchase food from local sources and create a consumer campaign on the benefits of eating and buying local food.
- Utilize city-owned land for farmers markets, farm stands, food production, or composting when practical and consistent with other community needs.
- Support farm-to-school, school gardening, food preparation, and other food system education programs, and expand support for existing programs.
- Support the development of neighborhood food hubs, community gardens, and urban gardening on vacant or underutilized land. *(Source: New)*

Responsibility: SCHHSA, City Development Services Department, and Community Groups

Time Frame: Ongoing

Funding Source: General fund (staff) and grants

IMPLEMENTATION-HS-7.4 Collaborate with local urban agriculture advocates to identify sites with urban agriculture potential. *(Source: New)*

Responsibility: SCHHSA, City Development Services Department, and Community Groups

Time Frame: 1-5 years

Funding Source: General fund (staff)

IMPLEMENTATION-HS-7.5 Support the development and continuation of high-quality health care services, including services for vision, dental, and mental health, and promote connectivity to those services through transit and active transportation options, consistent with the Circulation and Land Use Elements. *(Source: New)*

Responsibility: SCHHSA, City Development Services and Public Works Departments, and Community Groups

Time Frame: Ongoing

Funding Source: General fund (staff)

IMPLEMENTATION-HS-7.6

Evaluate existing supportive service programs and promote new programs that increase the capacity for aging-in-place through active engagement with the senior community. (Source: New)

Responsibility: SCHHSA and City Development Services Department

Time Frame: Ongoing

Funding Source: General fund (staff)

IMPLEMENTATION-HS-7.7

The City will provide leadership in identifying opportunities for healthy lifestyles through partnerships with school districts, community health providers, and neighborhood organizations. This may include:

- Joint use agreements with local school districts to share facilities for recreation or other activities that can benefit all residents health;
- Requiring new housing projects to provide specific areas for community gardens and outdoor activity;
- Promoting pedestrian and bicycle access between existing residential areas and community amenities such as parks and open spaces;
- Partnering with other agencies to capture grant funding that will support healthy activities in Shasta Lake; and
- Using city media tools and other resources to educate the public about the benefits of healthy lifestyle and good nutrition. (Source: New)

Responsibility: SCHHSA and City Administration and Development Services Departments

Time Frame: Ongoing

Funding Source: General fund (staff) and grants

IMPLEMENTATION-HS-7.8

Implement pedestrian enhancements along Shasta Dam Boulevard and other major streets to encourage walking and support healthier lifestyles, consistent with the Circulation Element, which could include:

- Constructing new and widening existing sidewalks;
- Eliminating obstructions;
- Planting street trees and vegetative strips to buffer pedestrians from traffic;
- Constructing additional improved crosswalks with clear signals to drivers; and
- Installing street furniture to allow pedestrians to rest, especially the young and old and those with functional needs. (Source: New)

Responsibility: City Public Works and Development Services Departments

Time Frame: Ongoing

Funding Source: General fund (staff)

NOISE

GOAL HS-8 **Protect the community from excessive noise. (Source: New)**

POLICY-HS-8.1	Protect the community from excessive noise through thoughtful siting and adequate buffering where new uses have the potential to cause negative noise impacts on health and wellness. (Source: New)
POLICY-HS-8.2	Protect noise-sensitive uses and areas from significant sources of noise, including from transportation and stationary noise-generating uses. (Source: New)
POLICY-HS-8.3	New development shall use appropriate site planning and building design to reduce undesirable noise impacts in accordance with standards established through the Noise Ordinance. (Source: Existing Policy N-a, modified)
POLICY-HS-8.4	The noise sensitivity of land uses as established in Figure 7-24 shall be used in the location of new development, new circulation improvements, and preparation of general plan amendments and specific plans. The noise exposure level shall be established by reference to the noise contour maps (Figure 7-26, Figure 7-27, Figure 7-28, and Figure 7-29) or project-specific measurements or calculations made pursuant to the Noise Ordinance. The guidelines in Figure 7-24 shall be with the degree of flexibility required in each case to achieve a sound and feasible land use decision. (Source: Existing Policy N-a, modified)

IMPLEMENTATION-HS-8.1	Buffer noise-sensitive uses and areas adjacent to existing and new sources of noise, such as Interstate 5 and industrial areas and uses, through the implementation of various methods, including but not limited to:
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- Establishing land use compatibility standards;
- Enforcement of noise standards;
- Insulating or buffering residences exposed to excessive levels of noise;
- Minimizing traffic noise through responsive site design techniques and physical barriers; and
- Regulating new development to limit noise impacts through site and building design and operational conditions. (Source: New)

Responsibility: City Development Services Department

Time Frame: Ongoing

Funding Source: General fund (staff)

IMPLEMENTATION-HS-8.2	Design new transportation system improvements to minimize noise impacts on adjacent land uses and mitigate significant noise impacts from existing transportation routes. (Source: Existing Policy N-a, modified)
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Responsibility: City Public Works and Development Services Departments



Time Frame: Ongoing

Funding Source: General fund (staff)

IMPLEMENTATION-HS-8.3

Coordinate with Caltrans to obtain landscaping or other types of improvements needed to reduce highway traffic noise impacts on existing and future residential areas and other sensitive uses along state-routes and highways. (Source: Existing Implementation N-(5) and N-(7), modified)

Responsibility: Caltrans and City Public Works and Development Services Departments

Time Frame: Ongoing

Funding Source: Caltrans, general fund (staff), and grants

IMPLEMENTATION-HS-8.4

Condition approval of all new development in residential on the use of noise mitigation measures to reduce exterior sound levels to less than or equal to 60 dB CNEL. (Source: Existing Implementation N-(1))

Responsibility: City Development Services Department

Time Frame: Ongoing

Funding Source: General fund (staff)

IMPLEMENTATION-HS-8.5

Where noise mitigation measures are anticipated to be needed based on a review of a project, require that project applicants secure the services of a qualified acoustical engineer to perform a detailed technical study and to design mitigation measures. (Source: Existing Implementation N-(2))

Responsibility: City Development Services Department

Time Frame: Ongoing

Funding Source: General fund (staff)

IMPLEMENTATION-HS-8.6

Site-specific noise studies shall be prepared for noise sensitive development projects anticipated to be affected by elevated noise exposure levels. Generalized noise contours are shown on the Noise Contour Map and serve as a "trigger" indicating where future study is advisable. (Source: Existing Implementation N-(4))

Responsibility: City Development Services Department

Time Frame: Ongoing

Funding Source: General fund (staff)

IMPLEMENTATION-HS-8.7

Control noise at the source through use of insulation, berms, building design and orientation, buffer yards, staggered operating hours, and other techniques; where necessary, use noise barriers to attenuate noise to acceptable levels; require that barriers are landscaped to reduce negative visual impacts on the community when necessary. (Source: Existing Implementation N-(5))

Responsibility: City Development Services Department

Time Frame: Ongoing

Funding Source: General fund (staff)

IMPLEMENTATION-HS-8.8 Encourage noise attenuation programs that avoid visible sound walls, where practical. Open space, parking, accessory buildings, frontage roads, and landscaping can be used to buffer development from noise. (Source: Existing Implementation N-(6))

Responsibility: Caltrans and City Public Works and Development Services Departments

Time Frame: Ongoing

Funding Source: Caltrans, general fund (staff), and grants

AIR QUALITY

GOAL HS-9

Protect the community from low air quality. *(Source: New)*

POLICY-HS-9.1	Improve and maintain air quality to protect human health and preclude damage to plants and property. <i>(Source: Existing Objective AQ-1)</i>
POLICY-HS-9.2	Cooperate with the Air Quality Management District and the Regional Transportation Agency to meet air quality standards and implement provisions of the California and Federal Clean Air Acts. <i>(Source: Existing Objective AQ-2, Policy AQ-a, and Policy AQ-p, modified)</i>
POLICY-HS-9.3	Encourage integration of land use, transportation, and energy planning efforts to help reduce air pollution. <i>(Source: Existing Objective AQ-3, modified)</i>
POLICY-HS-9.4	Review land use decisions with consideration of the potential for improvement of air quality and mitigate air quality impacts to the greatest extent practicable. Consult with the Air Quality Management District regarding mitigation of air quality impacts. <i>(Source: Existing Policy AQ-b, modified)</i>
POLICY-HS-9.5	All parcels created by new land divisions and new multi-family residential, commercial, and industrial development (or with expansion of such uses) shall be served by paved roads, driveways, and parking areas. Unpaved roads serving one or more vacant parcels shall be paved at the time of property development. Alternative surfacing methods or timing may be authorized in limited circumstances, subject to specific findings by the approving authority. <i>(Source: Existing Policy AQ-c, modified)</i>
POLICY-HS-9.6	<p>Encourage a land use pattern that reduces reliance on the automobile and encourages alternative modes of transportation for travel to employment and shopping by encouraging:</p> <ul style="list-style-type: none"> - Infill development; - Mixed-use development near employment centers (e.g., day cares, restaurants, and banks); - Increased residential densities near employment and shopping, and along major traffic corridors; and - Employment opportunities and shopping near to residential development. <i>(Source: Existing Policy AQ-d)</i>

POLICY-HS-9.7	Encourage a reduction in vehicle trips and vehicle miles traveled by promoting: <ul style="list-style-type: none"> - Public transportation; - Carpooling, ridesharing, and vanpooling; - Shortened and combined motor vehicle trips for work, shopping, and services; - Use of bicycles; and - Pedestrian access and walking. <i>(Source: Existing Policy AQ-e)</i>
POLICY-HS-9.8	Encourage pedestrian-oriented and transit-oriented design in new development. <i>(Source: Existing Policy AQ-f)</i>
POLICY-HS-9.9	Adopt guidelines for developers to encourage and promote pedestrian movement, bicycling, and public transit. <i>(Source: Existing Policy AQ-g)</i>
POLICY-HS-9.10	Encourage local development in order to encourage local employment and shopping opportunities and reduce the number and distance of vehicle trips. <i>(Source: Existing Policy AQ-h)</i>
POLICY-HS-9.11	Work with the Redding Area Bus Authority, Caltrans, and other agencies to establish multi-modal transfer sites for automobiles, bicycles, pedestrians, and public transit, consistent with the Circulation Element. <i>(Source: Existing Policy AQ-j, modified)</i>
POLICY-HS-9.12	Develop a bikeway plan to encourage the use of bicycles, consistent with the Circulation Element. <i>(Source: Existing Policy AQ-k, modified)</i>
POLICY-HS-9.13	Develop a pedestrian plan to encourage walking, consistent with the Circulation Element. <i>(Source: Existing Policy AQ-l, modified)</i>
POLICY-HS-9.14	The City will support the Air Quality Management District's efforts to reduce and track emissions through appropriate analysis of project level air quality impacts during the CEQA process. <i>(Source: New)</i>
POLICY-HS-9.15	Recognize the health impacts on local and regional air quality resulting from climate change and wildfire. Support efforts to mitigate these impacts through the application of appropriate vegetation management in the wild land-urban interface areas, and on public lands abutting the City's planning area. <i>(Source: New)</i>
POLICY-HS-9.16	Increase community awareness of wildfire smoke risks and health hazards and provide guidance to individuals, businesses, and institutions on how to reduce risks during a wildfire event affecting local air quality. <i>(Source: New)</i>
IMPLEMENTATION-HS-9.1	Continue to require new development to implement CALGreen building standards. <i>(Source: New)</i>

Responsibility: City Development Services Department

Time Frame: Ongoing

Funding Source: General fund (staff)



- IMPLEMENTATION-HS-9.2** Support programs that encourage and promote the recycling and composting of residential green waste as a preferred alternative to disposal by lawful burning on-site. *(Source: Existing Policy AQ-o, modified)*
- Responsibility:** City Finance Department and Waste Management
Time Frame: Ongoing
Funding Source: General fund (staff)
- IMPLEMENTATION-HS-9.3** Evaluate the feasibility of providing incentives to encourage the retrofitting of existing older wood burning devices with devices meeting current air quality standards at the time a residence is sold, or a major alteration or addition is initiated. *(Source: Existing Policy AQ-n and Implementation AQ-(2))*
- Responsibility:** City Development Services Department
Time Frame: 1-5 years
Funding Source: General fund (staff)
- IMPLEMENTATION-HS-9.4** Coordinate with the Air Quality Management District regarding proposed land uses near hazardous air pollution sources. *(Source: Existing Policy AQ-i)*
- Responsibility:** Air Quality Management District and City Development Services Department
Time Frame: Ongoing
Funding Source: General fund (staff)
- IMPLEMENTATION-HS-9.5** Encourage and promote public education regarding the link between air quality, transportation alternatives, and wood burning. Emphasize health hazards resulting from wildfire smoke and wood burning. *(Source: Existing Policy AQ-m, modified)*
- Responsibility:** SCHHSA and City Administration and Development Services Departments
Time Frame: Ongoing
Funding Source: General fund (staff)
- IMPLEMENTATION-HS-9.6** In collaboration with SCHHSA, provide guidance to the public on ways to reduce health risks during a wildfire event affecting local air quality. *(Source: New)*
- Responsibility:** SCHHSA and City Administration Department
Time Frame: Ongoing
Funding Source: General fund (staff)
- IMPLEMENTATION-HS-9.7** Encourage community and agency efforts that will reduce the potential for uncontrolled wild land fires which can negatively impact air quality. Consider modifying city policies or ordinances which make this more difficult. *(Source: New)*
- Responsibility:** City Development Services Department
Time Frame: Ongoing
Funding Source: General fund (staff)

HAZARDOUS MATERIALS AND WASTE MANAGEMENT

GOAL HS-10	Protect the community from the release of hazardous materials and promote responsible waste disposal. (Source: New)
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POLICY-HS-10.1	Protect people and property from contact with hazardous materials through land use regulations, site design, public awareness campaigns, and emergency preparedness planning. (Source: Existing Objectives HM-1 and HM-2, modified)
POLICY-HS-10.2	Support programs and recycling centers that accept household hazardous waste and electronic waste. (Source: New)
POLICY-HS-10.3	Decrease the amount of food and other green waste sent to landfills where practical, consistent with the requirements of AB 1826. (Source: New)
IMPLEMENTATION-HS-10.1	<p>Maintain a citywide emergency preparedness plan for hazardous materials and coordinate emergency drills with affected departments and agencies. (Source: Existing Policy HM-b and Implementation HM-(2), modified)</p> <p>Responsibility: Emergency Services and City Finance and Public Works Departments Time Frame: Ongoing Funding Source: General fund (staff)</p>
IMPLEMENTATION-HS-10.2	<p>Work with business and neighborhood associations, community groups, and utility providers to promote community awareness of hazardous waste disposal and recycling opportunities. (Source: Existing Implementation HM-(1), modified)</p> <p>Responsibility: City Public Works and Development Services Departments Time Frame: Ongoing Funding Source: General fund (staff)</p>
IMPLEMENTATION-HS-10.3	<p>Actively support food waste education and reduction programs, including composting for businesses, institutions, and residences. (Source: New)</p> <p>Responsibility: City Administration, Designated Waste Hauler, and Development Services Departments Time Frame: Ongoing Funding Source: General fund (staff)</p>



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Safety Element Appendix A

PUBLIC SAFETY & COMMUNITY HEALTH

reduces risk of public harm,
property damage, and economic
impacts from natural hazards,
public safety and emergency
evacuation measures, and overall
community health and wellness.



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INTRODUCTION AND METHODOLOGY

The City of Shasta Lake's Climate Vulnerability Assessment Annex to the Public Safety and Community Health Element considers and scores City vulnerabilities to climate change, including vulnerabilities to other hazards that are predicted to increase in probability or severity due to climate change. Vulnerabilities were identified in the Hazard Mitigation Plan update process.

This Climate Vulnerability Assessment is developed to meet the requirements of SB 379 under Cal. Gov't. Code § 65302(g)(3)(D)(4)(a)(III). As such, it utilizes scoring methods from the [California Adaptation Planning Guide](#).

In this Climate Vulnerability Assessment, hazard vulnerabilities are identified as "vulnerability descriptions." These vulnerability descriptions correspond to "problem statements" outlined in the Hazard Mitigation Plan, which have been refined to only include those vulnerabilities with a climate change nexus. A vulnerability has a climate nexus if climate change is currently worsening or predicted to worsen impacts or increase frequencies of the hazard to populations, properties, or assets.

If the vulnerability identified by the Hazard Mitigation Planning Committee has a nexus with climate change, the vulnerability scoring then estimates both the *impact* of climate change and the City's *adaptive capacity*. Adaptive capacity is a community or region's existing ability to moderate climate change impacts. Assessing adaptive capacity includes analysis of policies, plans, programs, funding, and staffing capacity. (Cal. Adaptation Planning Guide, 2020, p. 94)

The Hazard Mitigation Planning Committee evaluated potential climate change impacts and adaptive capacity according to the matrix in Figure 1, where impacts range from low to high, and adaptive capacity ranges from high to low. These rankings are qualitative and incorporate City feedback, existing studies and resources, and an understanding of population demographics and vulnerabilities (see Shasta Lake HMP, Section 4.3).

In this assessment, impact and adaptive capacity rankings are combined to give the *climate change vulnerability score*. The scoring is then used to prioritize mitigation actions based on vulnerability to climate change.

POTENTIAL IMPACTS	HIGH	MEDIUM	LOW
	3	4	5 HIGHER RISK
	2	3	4
	1 LOWER RISK	2	3
	HIGH	MEDIUM	LOW
	ADAPTIVE CAPACITY		

CLASSIFICATIONS DEFINED

ADAPTIVE CAPACITY

- HIGH** The population or asset has **high capacity** to manage climate impact; **minimal to no changes** are required.
- MEDIUM** The population or asset has **some capacity** to manage climate impact; **some changes** would be required.
- LOW** The population or asset **lacks capacity** to manage climate impact; **major changes** would be required.

POTENTIAL IMPACTS

- LOW** Impact is **unlikely based** on projected exposure; would result in **minor consequences** to public health, safety, and/or other metrics of concern.
- MEDIUM** Impact is **somewhat likely** based on projected exposure; would result in **some consequences** to public health, safety, and/or other metrics of concern.
- HIGH** Impact is **highly likely** based on projected exposure; would result in **substantial consequences** to public health, safety, and/or other metrics of concern.

CLIMATE CHANGE VULNERABILITY SCORING

Source: CalOES Adaptation Planning Guide, 2020

Figure 1. Climate Change Vulnerability Scoring Matrix

CLIMATE VULNERABILITY ASSESSMENT

The following table captures the City of Shasta Lake's climate change vulnerabilities. The table summarizes the climate vulnerability score based on the impact to the community and the adaptive capacity to respond to the specific vulnerability, consistent with the descriptors in Figure 1.

Each vulnerability description comes from the City's hazard mitigation plan (HMP). The HMP # field in Table 1 references the unique identifying code for each climate vulnerability statement, which corresponds to the HMP.

Table 1: Climate Vulnerability Scoring

Vulnerability Type	Vulnerability Description	HMP #	Impact Score	Adaptive Capacity Score	Climate Change Vulnerability Score
Drought	City faces cuts in water delivery from Shasta Lake during drought	ps-DR-SL-29	Medium	Low	4
Drought	Drought conditions increase wildfire probability and intensity.	ps-DR-SL-30	High	Medium	4
Drought	Droughts may become more frequent and persistent.	ps-CC-SL-36	Medium	Medium	3
Extreme Weather	Some CalTrans-owned culverts in the City are undersized and create localized flooding problems.	ps-EW-SL-32	Medium	Low	4
Extreme Weather	Winter and spring snow events can break off tree canopies, which leaves dead tops of trees vulnerable to wildfire and creates hazards from fallen branches.	ps-EW-SL-33	Medium	Low	4
Extreme Weather	Short periods of extreme weather events overwhelm city resources.	ps-EW-SL-6	Medium	Medium	3
Extreme Weather	Intense rainfall events, periodically ones with larger than historical runoff, will continue to affect	ps-CC-SL-37	High	High	3
Extreme Weather	Severe rain events can cause damage to roadways and culverts and block neighborhood access.	ps-EW-SL-3	Medium	High	2
High Heat	Extreme heat can cause blackouts and loss of electricity.	ps-EW-SL-25	High	Medium	4
High Heat	Climate change is expected to increase the frequency, intensity, and duration of extreme heat events and heat waves in the city. These events are likely to increase the risk of mortality and morbidity due to heat-related illness, as well as exacerbate existing chronic health conditions.	ps-CC-SL-39	Medium	Medium	3
High Heat	Blackouts create need for cooling centers as residents are not able to cool homes.	ps-EW-SL-26	High	High	3
Wildfire	Wildfires will continue, with projections for a longer wildfire season, increased frequency, and expansion of the area susceptible to wildfire.	ps-CC-SL-38	High	Medium	4
Wildfire	Fire fuel present on vacant properties poses a wildfire risk.	ps-WF-SL-17	High	High	3



LINKING VULNERABILITIES TO MITIGATION ACTIONS

The City of Shasta Lake is committed to addressing climate vulnerabilities both through adaptation and mitigation. Mitigation actions in the HMP outline steps to address climate vulnerabilities. Table 1 matches climate-related vulnerabilities with city-identified mitigation actions, both of which correspond to the HMP. The HMP # field in Table 1 references the unique identifying code for each climate vulnerability statement and mitigation action, which corresponds to the HMP.

Table 1: Mitigation Actions and Related Climate Vulnerabilities

Vulnerability Type	Description	HMP #	Climate Vulnerability Score
Drought	City faces cuts in water delivery from Shasta Lake during drought	ps-DR-SL-29	4
	Mitigation Action(s) <ul style="list-style-type: none"> Review and strengthen the City's water conservation ordinance where needed to limit outdoor watering during drought periods. Develop a robust public education campaign to encourage water conservation during drought periods. 	ma-DR-SL-21 ma-DR-SL-24	
Drought	Drought conditions increase wildfire probability and intensity.	ps-DR-SL-30	4
	Mitigation Action(s) <ul style="list-style-type: none"> Review and strengthen the City's water conservation ordinance where needed to limit outdoor watering during drought periods. Develop and maintain a Wildfire Preparedness Guide, to provide residents with education and information on defensible space maintenance. Ensure properties are cleared in accordance with weed abatement ordinance for Seniors, disabled and low income populations. Develop a robust public education campaign to encourage water conservation during drought periods. 	ma-DR-SL-21 ma-WF-SL-11 ma-WF-SL-12 ma-DR-SL-24	
Drought	Droughts are likely to become more frequent and persistent.	ps-CC-SL-36	3
	Mitigation Action(s) <ul style="list-style-type: none"> Review and strengthen the City's water conservation ordinance where needed to limit outdoor watering during drought periods. Develop a robust public education campaign to encourage water conservation during drought periods. 	ma-DR-SL-21 ma-DR-SL-24	
Extreme Weather	Some CalTrans-owned culverts in the City are undersized and create localized flooding problems.	ps-EW-SL-32	4
	Mitigation Action(s) <ul style="list-style-type: none"> Work with outside agencies to evaluate and prioritize replacement of undersized culverts in the City. 	ma-EW-SL-23	

Vulnerability Type	Description	HMP #	Climate Vulnerability Score
Extreme Weather	Winter and spring snow events can break off tree canopies and leave dead tops of trees vulnerable to wildfire.	ps-EW-SL-33	4
	Mitigation Action(s) <ul style="list-style-type: none"> Improve removal of dead or downed trees or those with dead canopies to be more resilient to wildfire, high winds, and extreme rain or snowstorms. 	ma-AH-SL-22	
Extreme Weather	Short periods of extreme weather events overwhelm city resources.	ps-EW-SL-6	3
	Mitigation Action(s) <ul style="list-style-type: none"> Harden critical facilities against the effects of a severe rain or winter storm. Improve removal of dead or downed trees or those with dead canopies to be more resilient to wildfire, high winds, and extreme rain or snowstorms. 	ma-EW-SL-5 ma-AH-SL-22	
Extreme Weather	Intense rainfall events, periodically ones with larger than historical runoff, will continue to affect	ps-CC-SL-37	3
	Mitigation Action(s) <ul style="list-style-type: none"> Work with outside agencies to evaluate and prioritize replacement of undersized culverts in the City. Harden critical facilities against the effects of a severe rain or winter storm. 	ma-EW-SL-23 ma-EW-SL-5	
Extreme Weather	Severe rain events can cause damage to roadways and culverts and block neighborhood access.	ps-EW-SL-3	2
	Mitigation Action(s) <ul style="list-style-type: none"> Harden critical facilities against the effects of a severe rain or winter storm. 	ma-EW-SL-5	
High Heat	Extreme heat can cause blackouts and loss of electricity.	ps-EW-SL-25	4
	Mitigation Action(s) <ul style="list-style-type: none"> Improve HVAC and other weatherization items (insulation, windows/doors) in homes and businesses. 	ma-EW-SL-3	
High Heat	Climate change is expected to lead to increases in the frequency, intensity, and duration of extreme heat events and heat waves in the city which are likely to increase the risk of mortality and morbidity due to heat-related illness and exacerbation of existing chronic health conditions	ps-CC-SL-39	3
	Mitigation Action(s) <ul style="list-style-type: none"> Improve HVAC and other weatherization items (insulation, windows/doors) in homes and businesses. Construct back-up power facilities for community-based Cooling Centers. 	ma-EW-SL-3 ma-EW-SL-4	
High Heat	Blackouts create need for cooling centers as residents are not able to cool homes.	ps-EW-SL-26	3
	Mitigation Action(s) <ul style="list-style-type: none"> Construct back-up power facilities for community-based Cooling Centers. 	ma-EW-SL-4	



Vulnerability Type	Description	HMP #	Climate Vulnerability Score
Wildfire	Wildfires will continue, with projections for a longer wildfire season, increased frequency, and expansion of the area susceptible to fire	ps-CC-SL-38	4
	<div> <div>Mitigation Action(s)</div> <ul style="list-style-type: none"> Develop a city-wide implementation plan, in collaboration with SLFPD, for defensible space code administration and enforcement. Develop and maintain a Wildfire Preparedness Guide, to provide residents with education and information on defensible space maintenance. Ensure properties are cleared in accordance with weed abatement ordinance for Seniors, disabled and low income populations. Join and collaborate with Shasta County Fire Safe Council to protect homes, the community, and environment from wildfires. (Shasta County Fire Safe Council reestablished 2021) Complete additional fuel break projects focused on north and northeast portions of the City as identified by the CWPP (also see Electric Department Wildfire Mitigation Plan for additional fuel reduction projects). Seek funding to develop a cost share program for residential defensible space and fuel reduction mitigation and fireproofing retrofits. </div>	<div>ma-WF-SL-9</div> <div>ma-WF-SL-11</div> <div>ma-WF-SL-12</div> <div>ma-WF-SL-13</div> <div>ma-WF-SL-15</div> <div>ma-WF-SL-17</div>	
Wildfire	Fire fuel present on vacant properties poses a wildfire risk.	ps-WF-SL-17	3
	<div> <div>Mitigation Action(s)</div> <ul style="list-style-type: none"> Develop a city-wide implementation plan, in collaboration with SLFPD, for defensible space code administration and enforcement. Ensure properties are cleared in accordance with weed abatement ordinance for Seniors, disabled and low income populations. Join and collaborate with Shasta County Fire Safe Council to protect homes, the community, and environment from wildfires. (Shasta County Fire Safe Council reestablished 2021) Seek funding to develop a cost share program for residential defensible space and fuel reduction mitigation and fireproofing retrofits. </div>	<div>ma-WF-SL-9</div> <div>ma-WF-SL-12</div> <div>ma-WF-SL-13</div> <div>ma-WF-SL-17</div>	