

CITY OF SHASTA LAKE



2040

GENERAL PLAN

**FINAL
ENVIRONMENTAL IMPACT REPORT**
SCH# 2021070574

October 2022

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FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT

CITY OF SHASTA LAKE 2040 GENERAL PLAN UPDATE

STATE CLEARINGHOUSE NO. 2021070574

LEAD AGENCY:



City of Shasta Lake
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October 2022

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Appendix A. Comments and Responses to Comments on the DPEIR

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1.0 Introduction

This Final Program Environmental Impact Report (FPEIR) for the City of Shasta Lake's 2040 General Plan update was prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code §21000-§21189) and the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, §15000-§15387). The State Clearinghouse Number for the project is 2021070574.

The Draft PEIR (DPEIR)¹ was made available to the general public and interested agencies for a 45-day public review period, beginning on July 25, 2022, and ending on September 8, 2022. The DPEIR is incorporated herein by reference in accordance with §15150 of the CEQA Guidelines.

Pursuant to §15132 of the CEQA Guidelines, a final EIR must consist of:

- a. The draft EIR or a revision of the draft EIR;
- b. Comments and recommendations received on the draft EIR;
- c. A list of persons, organizations, and public agencies that submitted comments on the draft EIR;
- d. The lead agency's responses to significant environmental points raised in the review and consultation process.

2.0 Comments and Responses to Comments on the DPEIR

During the 45-day comment period for the DPEIR, the City received comment letters (emails) from:

- Timothy Hinkson, Sergeant with the California Highway Patrol
- Gracious Palmer, City of Shasta Lake citizen

These comment letters are included in **Appendix A**. Following each comment letter is a response by the City that clarifies information included in the DPEIR and/or refers the reader to the section of the DPEIR where the information can be found. Comments that are not directly related to environmental issues or the DPEIR are noted.

As documented in **Appendix A**, no substantial evidence was presented in the comment letters to support a fair argument that implementation of the 2040 General Plan would cause a significant impact on the environment, other than the significant environmental impacts raised in the DPEIR; therefore, no revisions to the DPEIR are required in response to written comments on the DPEIR.

¹ Draft Program Environmental Impact Report for the 2040 General Plan Update (State Clearinghouse Number 2021070574). <https://ceqanet.opr.ca.gov/2021070574/3>

3.0 Revisions to the DPEIR

This section identifies revisions to the DPEIR that are required to incorporate modifications that were made to the proposed 2040 General Plan following circulation of the DPEIR.

Revisions to the originally proposed land use designations that were identified in the circulated 2040 General Plan and DPEIR were made to incorporate the Planning Commission's recommendations. These revisions are shown in **Table 1**.

Table 1

Revisions to Land Use Designations Shown in the Circulated 2040 General Plan and DPEIR

Assessor's Parcel Number/Location	Parcel Size (Acres)	Originally Proposed Designation (Draft Land Use Element)	Revised Land Use Designation (Proposed Land Use Element)
005-100-004, -005, -006, -007, -036, -037, -038, -077, -078 <i>Adjacent to Ashby Rd., generally between Meade St. and El Cajon Ave.</i>	1.15	Right-of-Way (ROW)	Urban Residential (UR)
005-130-081 <i>Front St. east of Oregon Ave.</i>	0.50	Village Mixed-Use (VMU)	UR
005-690-001, -002, and -003 <i>Ashby Rd. and adjacent parcels, south of Flower St.</i>	0.41	ROW	Public Facilities (PF)
005-690-004, -005 <i>Ashby Rd. and adjacent parcels, north of Meade St.</i>	0.68	ROW	PF
006-030-035 <i>Ashby Rd. south of El Cajon Ave. – ROW and City Materials Yard</i>	5.74	ROW	PF and ROW (±1.2 acres PF; ±4.54 acres ROW)
006-470-006 <i>Lake Blvd. east of Buckeye St.</i>	0.13	UR	VMU
006-470-007 <i>Lake Blvd. east of Buckeye St.</i>	0.13	UR	VMU
006-470-008 <i>Lake Blvd. east of Buckeye St.</i>	0.23	UR	VMU
006-610-041 <i>Lake Blvd. east of N. Beltline Rd. – ROW and City construction materials/staging yard)</i>	25.11	Suburban Residential (SR)	ROW and PF

Assessor's Parcel Number/Location	Parcel Size (Acres)	Originally Proposed Designation (Draft Land Use Element)	Revised Land Use Designation (Proposed Land Use Element)
007-140-076 <i>South of Shasta Lake School</i>	9.65	PF	UR
007-230-001 <i>Adjacent to Interstate 5 (I-5)</i>	3.07	Open Space (OS)	Urban Residential High B (URH-B)
007-230-004 <i>PG&E Substation, east of Parallel St. and west of I-5</i>	1.5	ROW	PF
007-140-094 <i>North of Cottage Ave./Ivy Ave.</i>	14.07	SR	UR
075-030-003 <i>Arrowhead Ave.</i>	12.6	Industrial (I)	SR

The revisions shown in **Table 3.0** required revisions to the 2040 General Plan Land Use Map (Figure 3.0-4 on page 3.0-9 of the DPEIR). The revised land Use Map is shown in **Figure 1**.

The revisions shown in **Table 3.0** required recalculation of the acreages for certain land use designations as well as modifications to the development, population and employment projections identified in the DPEIR. Revisions were also required to the impact analyses in certain sections of the DPEIR.

Tables 2 through 6 below identify which tables in the DPEIR required revisions related to acreages, projected development, and build-out assumptions. **Tables 7 through 10** identify tables in the DPEIR related to water supply and demand projections that required modifications based on revisions to the build-out projections. **Table 11** includes a revised comparison of the project alternatives that were analyzed in the DPEIR.

Table 12 identifies text amendments that are required due to revisions to two General Plan Implementation Actions, revisions identified in Tables 1 through 11 below, and revisions required to correct minor typographical errors that were identified following circulation of the DPEIR.

New language and numbers are shown as **bold and underlined**. Deleted language and numbers are shown with ~~strikethrough~~.

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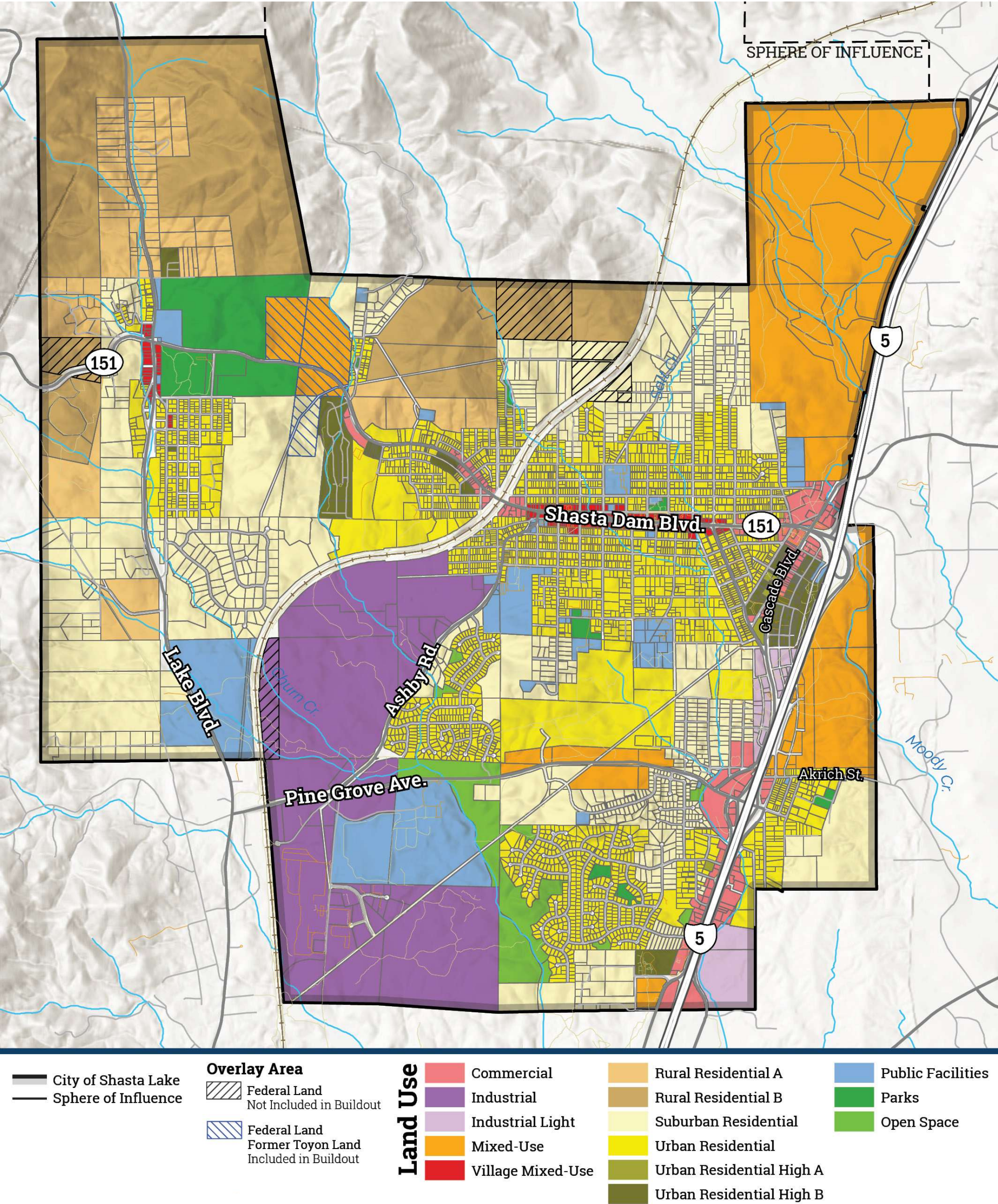


Figure 1
Revised Figure 3.0-4 (DPEIR Page 3.0-9)
Proposed 2040 General Plan Designations

Table 2
Revisions to Table 3.0-1 (DPEIR page 3.0-11) and Table 4.11-1 (DPEIR page 4.11-7)
Existing and Proposed General Plan Land Use Calculations – Residential Uses

General Plan Land Use Designation	Gross Acres		Developable Acres		Allowable Densities		Buildout		Difference in Buildout Between 1999 and 2040 General Plans
	Existing 1999 General Plan	Proposed 2040 General Plan	Existing 1999 General Plan	Proposed 2040 General Plan	Existing 1999 General Plan	Proposed 2040 General Plan	Existing 1999 General Plan	Proposed 2040 General Plan	
Rural Residential A	382	347	142	118	0.5	0.5	85	76	-9
Rural Residential B	697	701	77	80	0.2	0.2	15	16	+1
Suburban Residential	1,899	1,360 <u>1,358</u>	1,385	954 <u>957</u>	3	3	2,639	2,049 <u>2,058</u>	-590 <u>-581</u>
Urban Residential	807	1,102 <u>1,125</u>	673	914 <u>930</u>	10	12	3,823	6,674 <u>6,859</u>	+2,851 <u>+3,036</u>
Urban Residential High (URH)	52	-	49	-	20	-	745	-	-745
URH A	-	5	-	4	-	30	-	105	+105
URH B	-	93 <u>96</u>	-	76 <u>79</u>	-	20	-	950 <u>1,009</u>	+950 <u>+1,009</u>
Village Commercial (Residential Uses)	9	-	8	-	20	-	129	-	-129
Village Mixed-Use (Residential Uses)	-	17	-	22	-	30	-	561 <u>563</u>	+561 <u>+563</u>
Mixed-Use (Residential Uses)	359	440	284	350	20	30	5,664	10,475	+4,811
Total Residential:	4,205	4,065 <u>4,089</u>	2,618	2,518 <u>2,540</u>	-	-	13,100	20,906 <u>21,161</u>	+7,806 <u>+8,061</u>

Table 3
Revised Table 3.0-2 (DPEIR page 3.0-11) and Table 4.11-2 (DPEIR page 4.11-7)
Existing and Proposed General Plan Land Use Calculations – Commercial and Industrial Uses

General Plan Land Use Designation	Gross Acres		Developable Acres		Allowable FAR		Buildout		Difference in Buildout Between 1999 and 2040 General Plans
	Existing 1999 General Plan	Proposed 2040 General Plan	Existing 1999 General Plan	Proposed 2040 General Plan	Existing 1999 General Plan	Proposed 2040 General Plan	Existing 1999 General Plan	Proposed 2040 General Plan	
City Center Commercial	11	-	344,695	-	0.25	-	36,353	-	-36,353
Village Commercial (Commercial Uses)	9	-	285,023	-	0.25	-	29,343	-	-29,343
Village Mixed-Use (Commercial Uses)	-	17	-	253,594 <u>254,891</u>	-	3	-	559,992 <u>563,883</u>	+559,992 <u>+563,883</u>
Mixed-Use (Commercial Uses)	359	440	9,904,860	12,205,524	1	1	9,902,082	12,196,853	+2,294,771
Commercial	114	117 <u>118</u>	3,057,560	3,154,025 <u>3,165,574</u>	0.25	2	529,502	6,007,280 <u>6,030,378</u>	+5,477,778 <u>+5,500,876</u>
Industrial	714	713 <u>700</u>	21,658,515	21,622,411 <u>21,262,107</u>	0.40	1	7,541,075	20,499,867 <u>20,139,563</u>	+12,958,792 <u>+12,598,488</u>
Light Industrial	31	67	966,292	1,741,726	0.30	1	289,888	1,734,486	+1,444,598
Total Commercial/Industrial:	1,238	1,354 <u>1,342</u>	36,216,945	38,977,280 <u>38,629,822</u>	-	-	18,328,243	40,998,478 <u>40,665,163</u>	+22,670,235 <u>+22,336,920</u>

Table 4
Revised Table 3.0-3 (DPEIR page 3.0-11) and Table 4.11-3 (DPEIR page 4.11-7)
Existing and Proposed General Plan Land Use Calculations – Other Uses

Other Land Use Designations	Gross Acres		Difference between 1999 and 2040 General Plans
	Existing 1999 General Plan	Proposed 2040 General Plan	
Public Facilities	307	<u>344</u> 326	<u>+37</u> +19
Community Park	138	163	+25
Open Space	0	<u>114</u> 117	<u>+114</u> +117
ROW/ Easements	656	<u>714</u> 744	<u>+58</u> +88
Gov. Owned	380	<u>158</u> 157	<u>-222</u> -223
Total Other	1,481	<u>1,493</u> 1,507	<u>+12</u> +26

Table 5
Revised Table 3.0-4 (DPEIR page 3.0-13), Table 4.11-4 (DPEIR page 4.11-9),
Table 4.14-3 (DPEIR page 4.14-5), and Table 7.1-1 (DPEIR page 7.0-3)
Residential Growth Projections (Population and Housing)

Housing Type	Existing Units	Additional Units at Buildout	Total Number of Units at Buildout	20-Year Projections		Annual Projections	
				Unit Growth	Population Growth	Unit Growth	Population Growth
Single- Family	3,645	<u>9,009</u> 8,815	<u>12,654</u> 12,460	<u>550</u> 542	<u>1,370</u> 1,350	<u>28</u> 27	67
Multi-Family	542	<u>1,114</u> 1,055	<u>1,656</u> 1,597	<u>149</u> 142	<u>371</u> 354	7	18
Mixed-Use	38	<u>11,038</u> 11,036	<u>11,076</u> 11,074	152	378	8	19
Total	4,225	<u>21,161</u> 20,906	<u>25,386</u> 25,131	<u>851</u> 836	<u>2,119</u> 2,082	<u>43</u> 42	<u>106</u> 104

Table 6
Revised Table 3.0-5 (DPEIR page 3.0-13), Table 4.11-5 (DPEIR page 4.11-9), and
Table 7.1-2 (DPEIR page 7.0-3)

Commercial, Industrial, and Mixed-Use Commercial Growth Projections (Square Footage and Jobs)

Category	Existing Square Footage	Additional SF at Buildout	Total SF at Buildout	20-Year Projections		Annual Projections	
				SF Growth	Job Growth	SF Growth	Job Growth
Commercial	316,096	<u>6,030,378</u> 6,007,280	<u>6,331,148</u> 6,323,376	<u>60,304</u> 60,073	147	<u>3,015</u> 3,004	7
Industrial	1,122,544	<u>20,139,563</u> 20,499,867	<u>21,262,107</u> 21,622,411	<u>181,256</u> 184,499	<u>242</u> 246	<u>9,063</u> 9,225	12
Light Industrial	7,240	1,734,486	<u>1,741,726</u> 1,734,486	20,814	28	1,041	1
Mixed-Use	8,671	12,196,853	12,205,524	109,772	272	5,489	14
Village Mixed-Use	228,948	<u>563,883</u> 559,992	<u>764,673</u> 788,940	<u>5,639</u> 5,600	13	<u>282</u> 280	1
Total	1,683,499	<u>40,665,163</u> 40,998,478	<u>42,305,178</u> 42,681,977	<u>377,785</u> 380,758	<u>702</u> 706	<u>18,889</u> 19,039	35

Tables 7 through 10 show the City's available water supply in non-drought years and in years when the City's water allocation from the U.S. Bureau of Reclamation is reduced in response to drought conditions.

Table 7
Revised Table 4.18-12 (DPEIR page 4.18-28)
Normal Year Supply and Demand Projections (Acre-Feet)

	2025	2030	2035	2040	2045
Supply	6,480	6,480	6,480	6,480	6,480
Demand	<u>2,140</u> 2,139	<u>2,247</u> 2,244	<u>2,355</u> 2,350	<u>2,462</u> 2,455	<u>2,570</u> 2,560
Surplus	<u>4,340</u> 4,341	<u>4,233</u> 4,236	<u>4,125</u> 4,130	<u>4,018</u> 4,025	<u>3,910</u> 3,920

Table 8
Revised Table 4.18-13 (DPEIR page 4.18-30)
 Single-Dry Year Supply and Demand Projections (Acre-Feet)
 Based on 75 Percent of Projected Prior Three-Year Historical Average Use

	2025	2030	2035	2040	2045
Supply	<u>1,573</u> 1,572	<u>1,653</u> 1,652	<u>1,734</u> 1,731	<u>1,815</u> 1,810	<u>1,895</u> 1,889
Demand	<u>2,140</u> 2,139	<u>2,247</u> 2,244	<u>2,355</u> 2,350	<u>2,462</u> 2,455	<u>2,570</u> 2,560
Balance	<u>-567</u> -524	<u>-594</u> -593	<u>-621</u> -619	<u>-648</u> -645	<u>-675</u> -672

Table 9
Revised Table 4.18-14 (DPEIR page 4.18-30)
 Multiple-Dry Year Supply and Demand Projections (Acre-Feet)
 Based on 50 Percent of Projected Prior Three-Year Historical Average Use

	2025	2030	2035	2040	2045
Supply	<u>1,049</u> 1,048	<u>1,102</u> 1,101	<u>1,156</u> 1,154	<u>1,210</u> 1,206	<u>1,263</u> 1,259
Demand	<u>2,140</u> 2,139	<u>2,247</u> 2,244	<u>2,355</u> 2,350	<u>2,462</u> 2,455	<u>2,570</u> 2,560
Balance	<u>-1,091</u> -1,090	<u>-1,145</u> -1,143	<u>-1,199</u> -1,196	<u>-1,253</u> -1,249	<u>-1,306</u> -1,301

Table 10
Revised Table 4.18-15 (DPEIR page 4.18-30)
 Multiple-Dry Year Supply and Demand Projections (Acre-Feet)
 Based on Public Health and Safety – Domestic Use Only (55 GPCD)

	2025	2030	2035	2040	2045
Supply	650	<u>683</u> 682	<u>716</u> 714	<u>748</u> 746	<u>781</u> 778
Demand	<u>2,140</u> 2,139	<u>2,247</u> 2,244	<u>2,355</u> 2,350	<u>2,462</u> 2,455	<u>2,570</u> 2,560
Balance	<u>-1,490</u> -1,489	<u>-1,565</u> -1,562	<u>-1,639</u> -1,636	<u>-1,714</u> -1,709	<u>-1,789</u> -1,782
Adjusted Demand Stage 6 (70% reduced water use)	642	<u>674</u> 673	<u>706</u> 705	<u>739</u> 737	<u>771</u> 768
Adjusted Balance Stage 6 (70% reduced water use)	8	9	9	10	10

Table 11
Revised Table 6.0-1 (DPEIR Page 6.0-5)
Comparison of Alternatives at Full Build-Out of the General Plan

Category	Proposed Project (2040 General Plan)	Alternative 1 No Project (Current General Plan)	Alternative 2 Residential- Focused	Alternative 3 Commercial/ Industrial Intensive
Population	<u>52,691</u> 52,056	32,619	<u>52,691</u> 52,056	<u>52,691</u> 52,056
Housing Units	<u>21,161</u> 20,906	13,100	<u>21,161</u> 20,906	<u>21,161</u> 20,906
Single-Family Residential	<u>9,009</u> 8,815	6,562	<u>9,009</u> 8,815	<u>9,009</u> 8,815
Multi-Family Residential	<u>1,114</u> 1,055	745	<u>1,114</u> 1,055	<u>1,114</u> 1,055
Mixed-Use Residential	<u>11,038</u> 11,036	5,793	<u>11,038</u> 11,036	<u>11,038</u> 11,036
Non-Residential (Square Feet)	<u>40,665,163</u> 40,998,478	18,328,242	18,328,242	<u>51,234,369</u> 51,651,012
Commercial	<u>6,030,378</u> 6,007,280	595,197	595,197	<u>7,612,341</u> 7,583,469
Industrial	<u>21,874,049</u> 22,234,353	7,830,963	7,830,963	<u>27,625,007</u> 28,075,387
Mixed-Use Commercial	<u>12,760,736</u> 12,756,845	9,902,082	9,902,082	<u>15,997,020</u> 15,992,157
Jobs	<u>75,466</u> 75,918	36,490	36,490	<u>95,046</u> 95,564
Commercial	<u>14,708</u> 14,652	1,448	1,448	<u>18,567</u> 18,496
Industrial	<u>29,166</u> 29,646	10,441	10,441	<u>36,833</u> 37,434
Mixed-Use Commercial	<u>31,592</u> 31,620	24,601	24,601	<u>39,646</u> 39,634

Table 12
Revisions to the Text of the Draft Program Environmental Impact Report

DPEIR Section	DPEIR Page	Revision
4.15 Public Services	4.15-11	Implementation Action HS-7.6 is revised as follows: <i>Evaluate existing supportive service programs and promote new programs that increase the capacity for aging-in-place through active engagement with the senior community. <u>Work with the development community to identify and encourage new housing designs that will support aging-in-place.</u></i>
4.17 Transportation	4.17-27	Implementation Action HS-7.5 is revised as follows: <i>Support the development and continuation of high-quality health care services, including services for vision, dental, and mental health, <u>and substance abuse</u>, and promote connectivity to those services through transit and active transportation options, consistent with the Circulation and Land Use Elements.</i>
4.3 Air Quality	4.3-17	Revise the fourth bulleted item to correct an acronym: <i>"... This rule identifies Reasonably Available Control Measures RAMG <u>RACM</u> " that could be considered..."</i>
4.7 Greenhouse Gas Emissions, Climate Change, and Energy	4.7-36	Revise the first paragraph under Table 4.7-7 to reflect revised build-out projections: <i>"Implementation of the 2040 General Plan is anticipated to result in a population increase of 2,082 <u>2,119</u> by the end of the 20-year planning period; based on an increase in GHG emissions of ±11,927 MT CO₂e over the 20-year planning period, the per capita GHG emissions for the increased population (2,082 <u>2,119</u> people) would be ±5.72 <u>±5.63</u> MT CO₂e."</i> [Note: The revisions to the DPEIR would increase the 20-year growth projections for housing by 15 units and would decrease growth projections for commercial/industrial uses by ±3,000 square feet. These revisions would not significantly change the estimated GHG emissions over the 20-year planning period, and additional analysis is not warranted].

DPEIR Section	DPEIR Page	Revision
4.7 Greenhouse Gas Emissions, Climate Change, and Energy	4.7-41	<p>Revise the second paragraph under Impact 4.7-4 to reflect revised build-out projections:</p> <p><i>"...Based on a population increase of 2,082 2,119 by the end of the 20-year planning period, and an increase in GHG emissions of 11,927 MT CO₂e over the 20-year planning period, the per capita GHG emissions for the increased population (2,082 2,119 people) would be ±5.72 ±5.63 MT CO₂e..."</i></p> <p>[Note: The revisions to the DPEIR would increase the 20-year growth projections for housing by 15 units and would decrease growth projections for commercial/industrial uses by ±3,000 square feet. These revisions would not significantly change the estimated GHG emissions over the 20-year planning period, and additional analysis is not warranted].</p>
4.9 Hazards and Hazardous Materials	4.9-12	<p>Revise the last sentence of the second paragraph under "Shasta County Emergency Operations Plan" to correct an acronym:</p> <p><i>"...The EOS EOP is based on the functions and principles of SEMS."</i></p>
4.9 Hazards and Hazardous Materials	4.9-15	<p>Revise the second sentence in the second paragraph under "Naturally Occurring Asbestos" to correct an acronym:</p> <p><i>"...When construction, grading, excavation, or other ground-disturbing activities occur in areas known or suspected to contain NOE NOA..."</i></p>
4.10 Hydrology and Water Quality	4.10-19	<p>Revise the third paragraph under Impact 4.10-3 to reflect revised acreages:</p> <p><i>"...In addition, the 2040 General Plan increases the amount of designated open space by ±117 ±114 acres as compared to the current General Plan, and these areas would provide for groundwater recharge..."</i></p>
4.14 Population and Housing	4.14-15	<p>Revise the second paragraph to reflect revised build-out projections:</p> <p><i>"...growth projections are estimated at 42 43 housing units per year, and the annual population growth is estimated at 104 106 during the 20-year planning period for the 2040 General Plan..."</i></p>

DPEIR Section	DPEIR Page	Revision
4.17 Transportation	4.17-39	Revise the description for CAPCOA Measure T-7 to correct an acronym: <i>"Implement a marketing strategy to promote an employer's GRT CTR program..."</i>
4.18 Utilities and Service Systems	4.18-19	Revise the third paragraph under Impact 4.18-1 to reflect revised build-out projections: <i>"... The proposed 2040 General Plan estimates that population will increase by 2,083 <u>2,119</u> through 2040..."</i>
4.18 Utilities and Service Systems	4.18-26	Revise the first paragraph under Impact 4.18-5 to reflect revised build-out projections: <i>"During the 20-year planning period for the 2040 General Plan, it is anticipated that 837 <u>851</u> residential dwelling units and 380,757 <u>377,785</u> square feet of commercial/industrial uses will be developed. On an annual basis, an average of 42 <u>43</u> dwelling units and 19,039 <u>18,889</u> square feet of commercial/industrial uses will be constructed, with an annual population growth of 104 <u>106</u> people..."</i>
4.18 Utilities and Service Systems	4.18-34	Revise the second paragraph under Operational Solid Waste to reflect revised build-out projections: <i>"Implementation of the 2040 General Plan would increase the population by about 2,083 <u>2,119</u> over the 20-year planning period. Non-residential development is estimated to add about 706 <u>702</u> jobs. Based on an average residential waste generation rate of 6.5 pounds per person per day, the addition of 2,083 <u>2,119</u> residents would result in an increase in solid waste generation of ±7 tons per day. Based on a rate of 11.7 pounds per employee per day, the addition of 706 <u>702</u> employees would increase solid waste generation by ±4 tons per day, for a total increase in solid waste generation of ±11 tons per day over the 20-year planning period for the 2040 General Plan."</i>
4.18 Utilities and Service Systems	4.18-35	Revise the first sentence of the second paragraph to correct an acronym: <i>Pursuant to CCR Titles 14 and 27, the IRWM <u>IWMB</u> sets minimum standards...</i>

4.0 Conclusions

Pursuant to §15088.5 of the CEQA Guidelines, a lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given that the draft EIR is available for public review but before the EIR is certified. New information is not considered significant unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial environmental effect of the project or a feasible way to mitigate or avoid such an effect. As described in §15088.5 of the CEQA Guidelines, revisions could be considered significant and require recirculation of a draft EIR if:

- A new significant environmental impact would result from the project or from a new mitigation measure.
- A substantial increase in the severity of an environmental impact would result unless mitigation is adopted to reduce the impact to a level of insignificance.
- A feasible project alternative or mitigation measure considerably different from those previously analyzed would clearly lessen the environmental impacts of the project, but the alternative or mitigation measure is not adopted.
- The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

As documented in Section 3.0 (Revisions to the DPEIR), the revisions to the land use designations described in **Table 1** required recalculation of the acreages for certain land use designations as well as modifications to the development, population and employment projections identified in the DPEIR. **Table 2 and Table 3** provide a comparison between the existing 1999 General Plan and the proposed 2040 General Plan, and identify the revised calculations for the applicable land use revisions.

As shown in **Table 4**, the revisions resulted in an increase of 18 acres of land designated as Public Facilities; a decrease of three acres of land designated Open Space; a decrease of 30 acres of land designated ROW/Easement; and an increase of one acre of public (government) land. The revisions shown in **Table 4**, for the most part, include corrections that are needed to reflect existing land uses and would not change the conclusions reached in the DPEIR.

As shown in **Table 5** the revisions to residential land use designations resulted in an increase of 15 dwelling units and a population increase of 37 over what was analyzed in the DPEIR for the 20-year planning period; annual projections for residential units increased by one. As shown in **Table 6**, revisions to commercial and industrial land use designations resulted in a decrease of 2,973 square feet and a decrease of 4 jobs below what was analyzed in the DPEIR for the 20-year planning period; annual projections for commercial and industrial uses decreased by 150 square feet. The revisions would not significantly increase or decrease the development potential of lands within the City.

Tables 7 through 10 demonstrate that the revisions to land use designations identified in **Table 1** would result in negligible changes in the water supply and demand projections that were identified in the DPEIR, and there would be no change in the conclusions reached regarding the effectiveness of the City's Water Shortage Contingency Plan.

Because the revisions to land use designations would result in only a minor change in growth projections, no further analysis of potential environmental effects is warranted. As shown in Table 11, the revisions would not significantly change the comparison of project alternatives and would not change the conclusions reached in the Alternative Analysis (Section 6.0 of the DPEIR). The revisions identified in Table 12 merely enhance two of the proposed Implementation Actions, reflect minor modifications resulting from revisions to land use designations, and correct minor typographical errors contained in the DPEIR.

The revisions do not constitute significant new information, would not result in new significant environmental impacts, and do not alter the conclusions of the environmental analysis contained in the DPEIR. Therefore, recirculation of the DPEIR is not required.

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APPENDIX A

Comments and Responses to Comments on the DPEIR

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COMMENTS AND RESPONSES TO COMMENTS

DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT

CITY OF SHASTA LAKE 2040 GENERAL PLAN UPDATE

STATE CLEARINGHOUSE NO. 2021070574

LEAD AGENCY:



City of Shasta Lake
4477 Main Street
Shasta Lake, CA 96019
530.275.7400

October 2022

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1.0 OVERVIEW

The City of Shasta Lake, as lead agency, prepared a Draft Program Environmental Impact Report (DPEIR) to provide the public and interested agencies with information about the potential environmental effects that could occur due to implementation of the 2040 General Plan. The 2040 General Plan is a comprehensive update of the existing General Plan and is intended to guide investment, development, and conservation in the City through 2040.

The DPEIR was prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code §21000-§21189) and the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, §15000-§15387) and was made available to the general public and interested agencies for a 45-day public review period. The agency review period managed by the State Clearinghouse and the general public review period ended on September 8, 2022.

Pursuant to CEQA §21091(d)(1), the lead agency must consider comments it receives on a draft EIR if those comments are received within the public review period, and may choose to respond to late comments. In accordance with §15088 of the CEQA Guidelines, the lead agency shall respond to comments that raise significant environmental issues. The written response must be detailed, especially when specific comments or suggestions (e.g., revisions to the project to mitigate anticipated impacts) are not accepted by the lead agency.

The level of detail contained in the response, however, may correspond to the level of detail provided in the comment (i.e., responses to general comments may be general). A general response may be appropriate when a comment does not contain or specifically refer to readily available information, or does not explain the relevance of evidence submitted with the comment (§15088 of the CEQA Guidelines).

2.0 PUBLIC AND AGENCY COMMENTS

The City received two comment letters (emails) that addressed the DPEIR before the end of the comment period. Comments were submitted by Timothy Hinkson, Sergeant with the California Highway Patrol, and Gracious Palmer, a City of Shasta Lake citizen. Each letter/email is included below and is followed by responses to the comments.

Additional comments were submitted to the City that were specific to the proposed 2040 General Plan but did not address the content or adequacy of the DPEIR. These comments are addressed under separate cover and will be provided to the Planning Commission and City Council for their consideration.

3.0 CONCLUSION

As documented herein, no substantial evidence was presented in the comment letters to support a fair argument that implementation of the 2040 General Plan would cause a significant impact on the environment, other than the significant environmental impacts raised in the DPEIR; therefore, no revisions to the DPEIR are required in response to the comments.

LETTER 1 California Highway Patrol

From: Hinkson, Timothy@CHP <THinkson@chp.ca.gov>

Sent: Thursday, September 1, 2022 7:40 AM

To: state.clearinghouse@opr.ca.gov; pbird@cityofshastalake.org; Carla Thompson <cthompson@enplan.com>; CHP-EIR <EIR@chp.ca.gov>

Cc: Alexander, Kevin@CHP <KAlexander@chp.ca.gov>; CHP-10AAdesk <10AAdesk@chp.ca.gov>; Lange, Kristen@CHP <Kristen.Lange@chp.ca.gov>

Subject: Redding Area (135) Response to Environmental Document Review – SCH # 2021070574

The California Highway Patrol (CHP) Redding Area, has reviewed the Environmental Impact Document (SCH 2021070574) proposed by the City of Shasta Lake. The CHP Redding Area was asked to evaluate potential traffic safety and congestion issues relative to the proposed project located within the City of Shasta Lake in relation to development for future expansion.

The proposed magnitude of the project (+2,500 Acres) would likely place a greater strain on limited public safety resources with the expected increase in vehicular traffic on State Route 151, Interstate 5 and unincorporated county roads within Shasta County. The proposed project is located directly in connection with State Route 151 and Interstate 5 which traverse through the middle of the City of Shasta Lake. These roadways already suffer from heavy congestion during peak periods of use and during special events in the City of Shasta Lake and Shasta County. This project could have a negative impact on CHP Redding operations due to the increased traffic congestion, which could necessitate the need for additional traffic control measures to mitigate the potential increase in traffic collisions within our jurisdiction. The potential impact to CHP operations are as follows:

- Increased Traffic – This would potentially increase traffic congestion and calls for service on Interstate 5. This increase in workload could have a negative impact on response times to calls for service.
- Pedestrian and Bicycle Safety – With increased housing, including additional new roadways, comes the concern of increased vehicular, pedestrian, and bicycle traffic. Potential concerns include the design of roadways of sufficient size to accommodate vehicles, pedestrians, and bicyclists at concurrent times while keeping safety paramount. This could also potentially increase traffic congestion and calls for service, negatively impacting CHP Redding's ability to respond to calls for service in a timely manner.

1-1

1-2

- | | |
|--|------------|
| <ul style="list-style-type: none"> Increased Heavy Truck Traffic – The addition of housing and businesses would increase delivery of goods and products to local retailers and residential customers. A review of current truck routes and approved hazardous materials routes would need to be completed to ensure an efficient flow of traffic on all state highways and local roads. A review to ensure the roads are capable of the increased truck traffic to include the increased size and weight associated with heavy truck traffic. | 1-3 |
| <ul style="list-style-type: none"> School Bus Routing – CHP Redding oversees school bus operations within Shasta County, and with increased housing and new roadways, school bus routes would need to be revised which would include a review of any new bus stops by CHP Redding. CHP Redding is also responsible for school bus driver testing and licensing within Shasta County. With increased residential housing, this would cause an increased workload for CHP Redding to review and approve school bus stops and to process and approve school bus driver applicants. Furthermore, the safety of children at all school bus stops is the highest priority, and locations would need to be safe and suitable for existing vehicular traffic, pedestrian, bicyclist and a school bus at concurrent times. | 1-4 |
| <ul style="list-style-type: none"> Additional Enforcement Demands – Increased housing and new roadways brings more vehicles, pedestrians and bicyclists, which all use roadways within California. CHP Redding would have an increased workload to ensure traffic safety remains paramount. Additionally, CHP Redding could incur more congestion of local roads, state highways, and state freeways. Increased congestion increases calls for service, which ultimately reduces the response times as the call volume increases. | 1-5 |
| <ul style="list-style-type: none"> Reduction of Jurisdiction – With the proposed expansion project, the City of Shasta Lake could potentially expand its city limits thereby causing a reduction of CHP Redding jurisdiction on local roads. | 1-6 |

If you have any questions regarding these concerns, please contact CHP Redding at (530) 225-0500.

Tim Hinkson, Sergeant
Redding Area (135)
2503 Cascade Blvd
Redding, CA 96003
(530) 225-0500
[*thinkson@chp.ca.gov*](mailto:thinkson@chp.ca.gov)

LETTER 1 Responses

Comment 1-1:

The Commenter states that the California Highway Patrol (CHP) has reviewed the Draft Environmental Impact Report prepared for the 2040 General Plan. He states that due to the magnitude of the project and increased traffic on State Route 151 (SR 151), Interstate 5 (I-5), and unincorporated county roads within Shasta County, it would likely place a greater strain on limited public safety resources. These roadways already suffer from heavy congestion during peak periods of use and during special events.

Increased traffic congestion could result in the need for additional traffic control measures to mitigate potential traffic collisions. Increased traffic congestion and calls for service on I-5 could increase workload and have a negative impact on response times.

Response 1-1:

Also see **Response 1-5**. Included as Appendix E to the DPEIR is a Traffic Impact Analysis (TIA) prepared for the 2040 General Plan by Ganddini Group. The TIA addresses potential traffic impacts that could occur as a result of implementation of the 2040 General Plan. The study analyzed 19 intersections and 48 roadway segments throughout the City and identified both existing and future (2040) levels of service (LOS) in these locations. LOS A, B, and C are considered acceptable. LOS D, E, and F are considered unacceptable.

The TIA concludes that all 48 roadway segments that were studied currently operate at acceptable LOS, and would continue to operate at acceptable levels over the 20-year planning period. As stated in Section 4.17 (Transportation) of the DPEIR on page 4.17-12, three intersections currently operate at LOS D: Mussel Shoals Avenue/Grand Coulee Boulevard at SR 151 (AM and PM peak hours), Cascade Boulevard at SR 151 (AM and PM peak hours), and South Cascade Boulevard at Pine Grove Avenue (PM peak hour).

Over the 20-year planning period, one additional intersection would operate at an unacceptable level: I-5 northbound ramps at Pine Grove Avenue (LOS F during the PM peak hour). The intersection of Mussel Shoals Avenue/Grand Coulee Boulevard at SR 151 would worsen to LOS E during the PM peak hour, and the intersection of South Cascade Boulevard at Pine Grove Avenue would worsen to LOS F during the PM peak hour. DPEIR Table 4.17-6 on page 4.17-13 identifies improvements to these intersections that would result in acceptable LOS A or B.

The DPEIR also analyzes traffic collisions that have occurred in the City between 2015 and 2021 (see discussion under Impact 4.17-3, beginning on Page 4.17-40). DPEIR Table 4.17-11 on pages 4.17-44 and 4.17-45 identifies systemic safety countermeasures for high-risk roadways in the City, based on the evaluation of collision data described in the DPEIR and the City's Local Road Safety Plan.

Future projects in the City will be evaluated to determine project-specific impacts related to traffic congestion and traffic hazards. Projects must be

consistent with the General Plan policies and implementation actions related to the transportation system, including those identified in DPEIR Section 4.17.4. In addition, the City has been successful obtaining funding for roadway safety improvements and will continue to pursue funding opportunities.

There is no evidence to suggest that the analysis and conclusions in the TIA and DPEIR regarding current and projected traffic volumes, LOS, traffic hazards, or necessary improvements are inaccurate. No revisions to the DPEIR or mitigation measures are necessary.

Comment 1-2: The Commenter states that the design of roadways must be of sufficient size to accommodate vehicles, pedestrians, and bicyclists at concurrent times to minimize congestion and calls for service.

Response 1-2: As stated under Impact 4.17-1 on page 4.17-31 of the DPEIR, the Circulation Element of the 2040 General Plan focuses on developing a transportation system that meets the needs of all segments of the population through a "complete streets" approach.

Policy CIR-1.9 requires that the specific needs of the population be considered when designing roadways, including bicycle and pedestrian access, transit and drop-off needs, and safety around crosswalks, intersections, and roundabouts. Policy CIR-2.1 requires that the City monitor, maintain, and improve as necessary, the operation, safety, and performance of the street system, including roadway surfaces, capacity, and traffic calming. Policy CIR-2.1 also calls on the City to strive to achieve a LOS C or better and reduce vehicle miles travelled to minimize potential congestion and increase safety on streets and at intersections.

Implementation Action CIR-4.4 requires development projects to construct street improvements at the time of property development (unless deferred for good cause). Future roadways would be constructed in accordance with the City's Construction Standards, which include street cross sections based on the classification of the road (i.e., arterial, major collector, minor collector, local). Additional policies and implementation actions related to the City's transportation system are identified in Section 4.17.4 of the DPEIR.

Implementation of the 2040 General Plan would have a beneficial effect on the City's transportation system by enhancing safety on the roadway system and promoting alternative travel modes, including transit, pedestrian, and bicycle circulation systems. No revisions to the DPEIR or mitigation measures are necessary.

Comment 1-3: The Commenter expresses concern with increased heavy truck traffic and states that the addition of housing and businesses would increase delivery of goods and products to the area. A review of truck routes and approved hazardous materials routes needs to be completed to ensure efficient flow of traffic on all State highways and local roads. In addition, an evaluation should be done to ensure that roads can accommodate the increased size and weight associated with heavy truck traffic.

Response 1-3:

The 2040 General Plan includes new Policy CIR-2.7, which states: *"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."* Following adoption of the 2040 General Plan by the City Council, City staff will review roadways in the City and evaluate which roads should be designated as truck routes. However, the City does not have jurisdiction over Interstate 5 (I-5) or State Route 151 (Shasta Dam Boulevard) and would not be able to officially designate these roadways as truck routes.

Implementation Action CIR-2.1 requires that the City continue a data collection program for the transportation system and update the program at least every five years. Data collected includes a physical inventory, condition of surfacing, maintenance needs, traffic volumes, and accident reports. New roadways in the City would be constructed in accordance with the City's adopted Construction Standards for public streets, which includes minimum structural and safety standards for streets, based on the California Department of Transportation's Highway Design Manual.

As stated in DPEIR Section 4.9 (Hazards and Hazardous Materials) on page 4.9-6, several businesses and facilities in the City use, store, transport, and/or dispose of hazardous materials. Figure 4.9-2 in the DPEIR shows the location of current and past handlers of hazardous materials in the City, as identified by the Department of Toxic Substances Control's Hazardous Waste Tracking System (HWTS). These facilities include gasoline/service stations, automotive repair shops, and industrial facilities and are subject to stringent federal, State, and local regulations, including, but not limited to, those identified in Section 4.9.3 (Regulatory Framework) of the DPEIR. Projects are reviewed on a case-by-case basis to ensure compliance with these and other applicable regulations related to the transport of hazardous materials.

No revisions to the DPEIR or mitigation measures are necessary.

Comment 1-4:

The Commenter states that the Redding CHP oversees school bus operations within Shasta County. Increased housing would result in increased demand for transportation to and from schools, and school bus routes would need to be revised. This would result in an increased workload for CHP to review and approve school bus stops and process applications for school bus drivers. School bus stops must be safe and suitable for existing vehicular traffic, pedestrian, bicyclist, and school buses at concurrent times.

Response 1-4:

Also see **Response 1-5**. As stated in Section 4.14 (Population and Housing) on page 4.14-15 of the DPEIR, growth projections are estimated at 42 dwelling units per year during the 20-year planning period for the 2040 General Plan. Because growth is largely market-driven, it is not expected that growth under the 2040 General Plan would significantly differ from growth under the current General Plan. The incremental growth is not expected to result in a significant increased demand for school bus services.

Implementation Action LU-4.3 requires that the City 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

during review of major development projects. The need for additional bus stops would be identified at that time and incorporated into the project design as necessary. No revisions to the DPEIR or mitigation measures are necessary.

Comment 1-5: The Commenter states that increased housing and new roadways would result in an increase in vehicular traffic, pedestrians, and bicyclists. CHP would have an increased workload to ensure traffic safety. Increased congestion would result in increased calls for service, which could reduce response times.

Response 1-5: Pursuant to §15382 of the CEQA Guidelines, a significant effect on the environment is defined as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by a project. The need for funding for public services is an economic impact that would not contribute to physical effects on the environment.

CHP is a State-funded agency, and the State is responsible for ensuring that adequate funding is allocated to CHP to provide public safety services. Although implementation of the 2040 General Plan could increase the number of vehicles on local roadways, as documented in Section 4.17 (Transportation) of the DPEIR, implementation of the 2040 General Plan would not have a significant effect related to the City's transportation system (also see Responses 1-1, 1-2, and 1-4).

There is no evidence to suggest that the analysis and conclusions in the TIA and DPEIR regarding current and projected traffic volumes, LOS, traffic hazards, or necessary improvements are inaccurate. No revisions to the DPEIR or mitigation measures are necessary.

Comment 1-6: The Commenter states that if the City expands its city limits, this would result in a reduction of CHP jurisdiction on local roads.

Response 1-6: This comment does not address an environmental issue and will be provided to the Planning Commission and City Council for consideration. No revisions to the DPEIR are necessary.

LETTER 2 Gracious Palmer

-----Original Message-----

From: Gracious Palmer <graciouspalmer@gmail.com>

Sent: Monday, August 15, 2022 3:56 PM

To: Peter Bird <pbird@cityofshastalake.org>

Subject: General Plan 2040 Update Public Comment

I have perused, scanned, and read the DEIR, PEIR, Local Hazardous Mitigation Plan (2021), and the General Plan 2040 Update including, but not limited to, figures, tables, and appendixes.

On the whole these documents appear to be thorough, inclusive, and comprehensive.

Having said that, I do have a few comments.

Thank you for acknowledging Debbie Israel and Jeff Tedder in the preparation and publishing of these materials.

I was glad to read that there would be a focus on capital improvements on evacuation routes or emergency access routes needing attention.

How will an Oversight Committee be formed and implemented? (6.2.1).
How will the City of Shasta Lake be involved in the Shasta County's Fire Safe Council(s)?
Via Mitigation Action Support Tool (MAST)?

How is *Arundo donax* and other invasive species addressed in the DEIR? General Plan Update?
(Page 123/1394 and section 4.4 of Biologicals Non Native Noxious Weeds and Invasive Species?)

I could not find any information or discussion about two (2) roads - ingress and egress in the Industrial Park. Page 270/1394. Figure 4.9-3 Evacuation Routes.
I have heard this critical issue discussed for years. And yet, as of 2022, no action seems to have been taken...no plan; no capital improvements in this regard.
"...No mitigation measures required..." 4.9-18; page 270/1394; 4.9-3 Evacuation Routes

Information on short term rentals; e.g., Airbnb. Page 50/416; 5.14.1 Access units; Short term rentals.
My question is, "How would this violation(s) be reported? Enforced? Enforce by whom?"

I think I found a typographical error on page 41/416. DEIR General Plan Update 2040. Open Space to wit, LAWS. I think this might refer to LAWNS rather than "...Laws..."

Thank you for your attention to my input and public comments.

Regards,
Gracious A. Palmer
Box 5002
Shasta Lake, CA 96089-5002
530-275-0325
graciouspalmer@gmail.com

2-1

2-2

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LETTER 2 Responses

Comment 2-1: The Commenter states that she reviewed the Draft Program Environmental Impact Report (DPEIR) and supporting documentation for the proposed 2040 General Plan update and the City's 2021 Local Hazard Mitigation Plan (LHMP) and finds that on the whole, the documents appear to be thorough, inclusive, and comprehensive. She thanked the City for acknowledging Debbie Israel and Jeff Tedder as contributors to completion of the documents. She was glad to read that evacuation routes and emergency access routes are being addressed.

Response 2-1: Comment noted.

Comment 2-2: The Commenter asks how an oversight committee will be formed and implemented (Section 6.2.1), and how the City will be involved in the Shasta County's Fire Safe Council(s). She also references the Mitigation Action Support Tool (MAST).

Response 2-2: These comments address the City's 2021 update to the LHMP¹. The 2040 General Plan references the LHMP in Policy HS-1.9 and in Implementation Actions HS-2.1 (*Update the HMP regularly and as required to stay in compliance with relevant FEMA and State requirements*) and Implementation Action HS-2.2 (*Prioritize and apply for funding through the FEMA Hazard Mitigation Assistance grant program and through CAL FIRE for mitigation actions identified in the LHMP*).

The 2021 LHMP states that the LHMP Oversight (Steering) Committee will meet biannually to monitor implementation actions identified in the LHMP and will prepare an annual report that identifies needed updates to the LHMP. The City is responsible for establishing the committee. Table 5-6 in the LHMP provides details on each mitigation action, including a timeframe for completion of each action. Joining and collaborating with the local Fire Safe Council is identified in the LHMP as an extreme priority. As stated in the LHMP, MAST will be used to provide real-time updating of mitigation actions, implementation strategies, funding sources, responsible parties, and related information.

This comment does not raise significant environmental issues related to the proposed 2040 General Plan. No revisions to the DPEIR or mitigation measures are necessary.

Comment 2-3: The Commenter asks how *Arundo donax* and other invasive species are addressed in the DPEIR and/or General Plan update.

Response 2-3: Section 4.4 (Biological Resources) of the DPEIR addresses potential adverse impacts on biological resources that could occur due to the introduction and/or spread of invasive species. Section 4.4.2 (Environmental Setting) of the DPEIR, page 4.4-13, states that non-native invasive plants that are known to occur in the Stillwater-Churn Creek watershed include, but are not limited

¹ City of Shasta Lake Local Hazard Mitigation Plan (2021 Update). <https://www.cityofshastalake.org/LHMP>

to giant reed (*Arundo donax*), yellow star-thistle, pampas grass, scotch broom, Himalayan blackberry, medusa-head grass, tree-of-heaven, bull thistle, and tall fescue.

Section 4.4 (Biological Resources), Impact 4.4-1 on page 4.4-40, of the DPEIR describes potential mitigation measures that could be imposed on future projects, including requiring the use of certified weed-free erosion control materials, mulch, and seed; limiting any import or export of fill material to materials that are known to be weed free; and requiring construction equipment to be washed at a commercial wash facility prior to entering the job site and upon leaving the job site.

In addition, the proposed 2040 General Plan includes Policy CON-3.7 (*Control the spread of invasive plant species and work with private landowners and landscapers to support these efforts*), and Implementation Action 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*).

Compliance with the 2040 General Plan and implementation of project-specific mitigation measures adequately minimizes potential impacts associated with noxious/invasive weeds. No revisions to the DPEIR are necessary.

Comment 2-4:	The Commenter states that she could not find any information or discussion about ingress and egress in the Industrial Park. This issue has been discussed over the years but it does not appear that any action has been taken. She references DPEIR Figure 4.9-3 (Evacuation Routes).
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Response 2-4:	Section 4.9 (Hazards and Hazardous Materials) of the DPEIR addresses emergency access. Figure 4.9-3 on page 4.9-19 of the DPEIR shows the locations of existing evacuation routes. Section 4.17 (Transportation), Figure 4.17-1 (Functional Classification of Roadways) identifies potential alignments for future roads in the City.
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As shown in Figure 4.17-1, there are two potential alignments for a future road extension from the southern boundary of Shasta Gateway Industrial Park. One alignment would connect to Cascade Boulevard to the east, and the second option would connect to Oasis Road in the City of Redding to the south.

The specific alignment of a future permanent roadway in this area would depend on a number of factors, including the layout of future development, environmental/development constraints, and the ability to acquire the land needed for the road right-of-way (ROW). Funding is also a major factor; the preliminary cost estimate prepared in 2011 for extending Shasta Gateway Drive to Cascade Boulevard was \$11.2 million.

As stated under Impact 4.9-4 on page 4.9-18 of the DPEIR, new major subdivisions and commercial/industrial centers in the City are required to provide two points of access to facilitate the evacuation of people in the event of an emergency and to allow emergency responders to access the area.

All development projects in the City are reviewed by the Shasta Lake Fire Protection District (SLFPD), and the SLFPD identifies specific requirements for fire access roads, turnarounds, turnouts, and other measures to ensure that adequate emergency access is provided. These measures must be implemented into building/site plans and verified by the City's Building Official prior to issuance of building permits. The SLFPD and Building Official verify that all required improvements are completed prior to issuance of a Certificate of Occupancy.

General Plan Policy H-3.3 requires that new development be limited in high fire hazard zones to those projects which can meet established standards for adequate emergency and evacuation access and water supplies. As required by proposed General Plan Implementation Action HS-1.2, the City will identify existing developed areas that lack adequate emergency service, especially focusing on neighborhoods in high wildfire hazard zones that do not have at least two emergency evacuation routes.

No revisions to the DPEIR or mitigation measures are necessary.

Comment 2-5:	The Commenter references short-term rentals, such as Airbnb, and asks how violations would be reported and enforced.
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Response 2-5:	Shasta Lake Municipal Code (SLMC) §17.88.275 (Short-Term Rentals) requires that operators of short-term rentals obtain a permit from the City and comply with the requirements for short-term rentals included in this section of the SLMC. The permit is subject to annual renewal. SLMC §17.88.275(l) includes enforcement provisions for short-term rentals. Violations are subject to issuance of a citation and fine, or revocation of the permit.
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This comment does not raise significant environmental issues related to the proposed 2040 General Plan. No revisions to the DPEIR or mitigation measures are necessary.

Comment 2-6:	The Commenter states that there appears to be a typographical error, and that a reference to "laws" should be "lawns."
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Response 2-6:	Figure 2-6 (page 2-23) of the Land Use Element of the General Plan will be revised to change "laws" to "lawns". No revisions to the DPEIR are necessary.
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