CITY OF MT. SHASTA

FREEZE MINI-STORAGE AND CAR WASH PROJECT

REVISED AND RECIRCULATED INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

STATE CLEARINGHOUSE NO. 2017072042

Prepared for:

CITY OF MT. SHASTA
70305 N. MT. SHASTA BLVD.
MT. SHASTA, CA 96067

Prepared by:

Michael Baker INTERNATIONAL
2729 PROSPECT PARK DRIVE, SUITE 220
RANCHO CORDOVA, CA 95670

JUNE 2019

CITY OF MT. SHASTA

FREEZE MINI-STORAGE AND CAR WASH PROJECT

REVISED AND RECIRCULATED INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

STATE CLEARINGHOUSE NO. 2017072042

Prepared for:

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

Prepared by:

MICHAEL BAKER INTERNATIONAL
2729 PROSPECT PARK DRIVE, SUITE 220
RANCHO CORDOVA, CA 95670

JUNE 2019

5.0 REFERENCES

LIST OF TABLES

LIST OF FIGURES

APPENDICES

1.0
INTRODUCTION

1.1 INTRODUCTION AND REGULATORY GUIDANCE

INITIAL STUDY

This document is an Initial Study, with supporting environmental studies, which concludes that a Mitigated Negative Declaration is the appropriate California Environmental Quality Act (CEQA) document for the Freeze Mini-Storage and Car Wash Project (project; proposed project). This Mitigated Negative Declaration has been prepared in accordance with CEQA, Public Resources Code Section 21000 et seq., and the CEQA Guidelines, California Code of Regulations Section 15000 et seq.

An initial study is conducted by a lead agency to determine whether a project may have a significant effect on the environment. In accordance with CEQA Guidelines Section 15063, an environmental impact report (EIR) must be prepared if an initial study indicates that the proposed project under review may have a potentially significant impact on the environment which cannot be initially avoided or mitigated to a level that is less than significant. A negative declaration may be prepared if the lead agency also prepares a written statement describing the reasons why the proposed project would not have a significant effect on the environment and therefore why it does not require the preparation of an EIR (CEQA Guidelines Section 15371). According to CEQA Guidelines Section 15070, a negative declaration is to be prepared for a project subject to CEQA when:

a) The initial study shows there is no substantial evidence, in light of the whole record before the agency, that the proposed project may have a significant effect on the environment, or

b) The initial study identifies potentially significant effects, but:

   (1) Revisions in the project plans or proposals made by or agreed to by the applicant before the proposed negative declaration is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur; and

   (2) There is no substantial evidence, in light of the whole record before the agency, that the proposed project as revised may have a significant effect on the environment.

If revisions are adopted in the proposed project in accordance with CEQA Guidelines Section 15070(b), including the adoption of mitigation measures included in this document, a mitigated negative declaration is prepared.

REVISED AND RECIRCULATED INITIAL STUDY

The proposed project was previously the subject of a draft Initial Study/Mitigated Negative Declaration (IS/MND) that was made available for public review in July 2017 for a 30-day review period (State Clearinghouse No. 2017072042). Public comments received during the review period focused on several issues, including aesthetics, effects on water quality from stormwater runoff and car wash wastewater, noise, and traffic. The IS/MND was not adopted (approved) by the City.

Section 15073.5 of the CEQA Guidelines sets the conditions under which a substantially revised negative declaration must be recirculated prior to its adoption by the lead agency when the document must be revised after public notice of its availability has previously been given pursuant to CEQA Guidelines Section 15072, but prior to its adoption.

In consideration of the comments received and the subsequent availability of technical studies and updated design information submitted to the City by the project applicant, the City has elected to revise the previous draft IS/MND in its entirety and recirculate the IS/MND for public

comment. The revised IS/MND also reflects changes made to the CEQA Guidelines Appendix G effective 2019 for certain topics.

Comments received during the public review period in 2017 for the previous draft IS/MND are part of the administrative record for the project and are available from the City Planning Department. Those comments were addressed through project refinements and additional study and were considered during the preparation of this revised IS/MND. There is no requirement under CEQA that the lead agency respond to comments on the previous draft IS/MND, nor is there a requirement to respond to comments concerning differences between the analysis presented in this revised IS/MND and the analysis in the previous draft IS/MND. Parties wishing to comment on the environmental analysis for the proposed project evaluated in this revised IS/MND will need to submit new comments on the revised IS/MND, and only comments specific to the analysis and content in this revised IS/MND will be considered and addressed, as appropriate, by the City.

1.2 LEAD AGENCY

The lead agency is the public agency with primary responsibility over a proposed project. Where two or more public agencies will be involved with a project, CEQA Guidelines Section 15051 provides criteria for identifying the lead agency. In accordance with CEQA Guidelines Section 15051(b)(1), "the lead agency will normally be the agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose." Based on the criteria above, the City of Mt. Shasta (City) is the lead agency for the proposed Freeze Mini-Storage and Car Wash Project.

1.3 PURPOSE AND DOCUMENT ORGANIZATION

The purpose of this IS/MND is to evaluate the potential environmental impacts of the proposed project. This document is divided into the following sections:

1.0 Introduction – This section provides an introduction and describes the purpose and organization of the document.

2.0 Project Information – This section provides general information regarding the project, including the project title, lead agency and address, contact person, brief description of the project location, General Plan land use designation, zoning district, identification of surrounding land uses, and identification of other public agencies whose review, approval, and/or permits may be required. Also included in this section is a checklist of the environmental factors that are potentially affected by the project.

3.0 Project Description – This section discusses the proposed project in detail.

4.0 Environmental Checklist – This section describes the environmental setting and overview for each of the environmental subject areas. It evaluates a range of impacts classified as "no impact," "less than significant impact," "less than significant impact with mitigation incorporated," and "potentially significant impact" in response to the environmental checklist.

5.0 References – This section identifies documents, websites, people, and other sources consulted during the preparation of this Initial Study.

1.4 EVALUATION OF ENVIRONMENTAL IMPACTS

Section 4.0, Environmental Checklist, is the analysis portion of this IS/MND. The section evaluates the potential environmental impacts of the project. Section 4.0 includes 21 environmental issue subsections, including CEQA Mandatory Findings of Significance. The environmental issue subsections, numbered 1 through 21, consist of the following:

1. Aesthetics
2. Agriculture and Forestry Resources
3. Air Quality
4. Biological Resources
5. Cultural Resources
6. Energy
7. Geology and Soils
8. Greenhouse Gas Emissions
9. Hazards and Hazardous Materials
10. Hydrology and Water Quality
11. Land Use and Planning
12. Mineral Resources
13. Noise
14. Population and Housing
15. Public Services
16. Recreation
17. Transportation
18. Tribal Cultural Resources
19. Utilities and Service Systems
20. Wildfire
21. Mandatory Findings of Significance

Each environmental issue subsection is organized in the following manner:

The **Overview** summarizes the existing conditions at the regional, subregional, and local levels, as appropriate, and identifies applicable plans and technical information for the particular issue area.

The **Discussion of Impacts** includes a detailed discussion of each of the environmental issue checklist questions. The level of significance for each topic is determined by considering the predicted magnitude of the impact. Four levels of impact significance are evaluated in this Initial Study:

No Impact: No project-related impact to the environment would occur with project development.

Less Than Significant Impact: The impact would not result in a substantial adverse change in the environment. This impact level does not require mitigation measures.

Less Than Significant Impact With Mitigation Incorporated: An impact that may have a "substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project" (CEQA Guidelines Section 15382). However, the incorporation of mitigation measures that are specified after analysis would reduce the project-related impact to a less than significant level.

Potentially Significant Impact: An impact that is "potentially significant" but for which mitigation measures cannot be immediately suggested or the effectiveness of potential mitigation measures cannot be determined with certainty, because more in-depth analysis of the issue and potential impact is needed. In such cases, an EIR is required.

2.0
PROJECT INFORMATION

1. **Project title:** Freeze Mini-Storage and Car Wash Project

2. **Lead agency name and address:** City of Mount Shasta
305 N. Mt. Shasta Boulevard
Mt. Shasta, CA 96067

3. **Contact person and phone number:** Juliana Lucchesi, City Planner; (530) 926-7517

4. **Project location:** 1301 Old Highway 99
Mt. Shasta, CA 96067
Latitude 41°19'45"N, Longitude 122°19'21"W, Section 9, Township 40N, Range 4W, Mount Diablo Meridian
(APNs: 057-801-160, 057-801-230, 057-801-040)

5. **Project sponsor's name and address:** Nick Sinnott
210 Butte Street
Yreka, CA 96097

6. **General Plan designation:** Commercial Center (CC)

7. **Zoning:** General Commercial (C-2)

8. **Description of project:** The proposed project consists of two components: a mini-storage and a car wash. The proposed mini-storage would be located on the northern portion of the project site on a 2.09-acre parcel (APN 057-801-230). The mini-storage would include one 234-square-foot single-story office building and a total of 153 storage units in three separate single-story buildings. Building roofing would be forest green to minimize reflection and glare. The mini-storage site would also include a small parking area with five parking stalls. The project would include approximately 13,563 square feet of landscaping/snow storage area, as well as security lighting throughout the project site, a 7-foot-tall perimeter security fence with slats to limit views of the project, and installation of a 5-foot-wide sidewalk along the western side of Ski Village Drive. The mini-storage site would have one public access driveway on Ski Village Drive and one emergency access driveway on N. Mt. Shasta Boulevard. The mini-storage would include landscaping for the majority of the project site's perimeter. The mini-storage would be open from 7:00 a.m. to 10:00 p.m. seven days a week.

   The proposed car wash would be located on two parcels totaling 0.68 acre (APNs 057-801-160 and 057-801-040). The car wash includes an 11'4" × 32' storage/equipment building, an 18' × 40' automatic car wash, three 16' × 24' self-wash

wash bays, four vacuum stations, landscaping/snow storage areas, and a trash enclosure. The car wash would be open from 7:00 a.m. to 10:00 p.m. seven days a week.

9. Surrounding land uses and setting:

Adjacent land uses include single-family homes directly east of the project site on the east side of Ski Village Drive. The property surrounding one single-family home forms a peninsula between the mini-storage and car wash sites. Small commercial developments are located south of the site. West of the site are N. Mt. Shasta Boulevard, railroad tracks, and Mt. Shasta City Park. North of the site is vacant land and the trailhead and parking area for the Spring Hill Trail. The project site is directly south of Spring Hill, a 4,290-foot, 200,000-year-old volcanic plug dome.

10. Other public agencies whose approval may be required (e.g., permits, financing approval, or participation agreement):

- Mt. Shasta Wastewater Treatment Plant – The proposed project will require an industrial waste discharge permit. The City has processed the applicant's application for a permit and has prepared a draft permit.

- Central Valley Regional Water Quality Control Board (RWQCB) – The RWQCB requires that a Construction General Permit be obtained for projects disturbing more than 1 acre of soil. Typical conditions issued with such a permit include the submittal of and adherence to a stormwater pollution prevention plan (SWPPP), as well as prohibitions on the release of oils, grease, or other hazardous materials.

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3? If so, has consultation begun?

Letters were sent on May 1, 2019, to California Native American tribes traditionally and culturally affiliated with the project area. The City received one letter from the Pit River Tribe that indicates that the tribe has no identified properties of interest regarding the proposed project. However, if cultural materials are discovered during the construction phase, the Tribe requests a halt in all activity and notification.

No other California Native American tribes have requested consultation regarding the proposed project.

12. Environmental factors potentially affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is potentially significant but would be reduced to a less than significant impact with mitigation incorporated as indicated by the analysis on the following pages.

☒ Aesthetics	☐ Agriculture and Forest Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Energy
☒ Geology and Soils	☐ Greenhouse Gases	☒ Hazards and Hazardous Materials
☒ Hydrology and Water Quality	☐ Land Use and Planning	☐ Mineral Resources
☒ Noise	☐ Population and Housing	☐ Public Services
☐ Recreation	☒ Transportation	☒ Tribal Cultural Resources
☐ Utilities and Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

13. Determination: (to be completed by the lead agency)

On the basis of this initial evaluation:

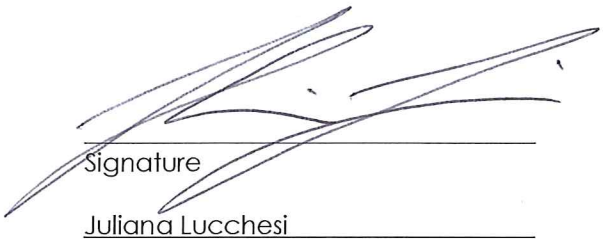
☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

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

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

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

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



Signature

6/11/2019
Date

Juliana Lucchesi
Printed Name

City of Mt. Shasta
Lead Agency

City Planner
Title

3.0
PROJECT DESCRIPTION

3.1 PROJECT LOCATION

The proposed Freeze Mini-Storage and Car Wash Project is located at 1301 Old Highway 99 in the north-central part of the City of Mt. Shasta (**Figure 3.0-1**). Interstate 5 (I-5) is approximately one-third mile west. The Union Pacific Railroad (UPRR) tracks are immediately west of N. Mt. Shasta Boulevard, with Mt. Shasta City Park just west of the tracks, less than 500 feet from the site (**Figure 3.0-2**).

The irregularly shaped site, which is situated at an elevation of approximately 3,630 feet above mean sea level, consists of three parcels: APN 057-057-801-230 on the north and adjoining parcels 057-801-040 and 057-801-160 on the south. The northern and largest (2.09 acres) parcel is situated between N. Mt. Shasta Boulevard and Road No. 2M16, a privately held road by the Crystal Geyser Water Company**,** which also provides access to the Spring Hill Trail and its parking area. The project applicant has a recorded access and utility easement for Road No. 2M16. The parcels on the south are 0.68 acres situated north of the intersection Ski Village Drive and N. Mt. Shasta Boulevard and bounded on the east by Ski Village Boulevard. The applicant owns all three parcels. There is a parcel owned by others situated between the two project parcels on the east side of the site, fronting Ski Village Drive. It contains a single-family residence.

3.2 PROJECT SETTING

Project Site

The three parcels comprising the project site are undeveloped. The site is flat, with a gentle slope from north to south, and consists primarily of non-native grassland with scattered trees and shrubs in the eastern part, with clusters of trees around portions of the residence, and several mature trees (cedar, pine, fir, and oak) along Mt. Shasta Boulevard. The trees begin at the southern tip of the project site at Ski Village Drive and extend north approximately 580 feet. Just to the northwest of the site, on the east side of Mt. Shasta Boulevard, there is a dense stand of mature trees. Between the gap in the trees, there are large rocks on the site, which appear to have been placed to prohibit access into the site. There is a roadside drainage along the southern portion of the project site.

The existing appearance of the site has been shaped by past disturbance at the site, some of which was the result of tree removal, placement of rocks, an overhead power line on the west side of Ski Village Drive/Road No. 2M16, and other structures and access features that are no longer there. However, except for the residential structure on the separately owned parcel and power line, the grasses and trees give the site an overall natural appearance within the immediate vicinity.

Surrounding Land Uses

Adjacent land uses include the single-family residence between the applicant's parcels and a two-story residential building and single-family homes directly east of the project site on the east side of Road No. 2M16 and Ski Village Drive. North of the site is vacant land and the trailhead and small parking area for a publicly accessible trail leading to Spring Hill, which is at 4,290 feet above mean sea level (approximately 600 feet higher in elevation than the site). While the project site itself is not within a Scenic View Shed Area, as depicted in the City's General Plan, Spring Hill immediately to the north is in a Scenic View Shed Area.

There are some commercial and other nonresidential uses south of the site on both sides of N. Mt Shasta Boulevard. Crystal Geyser Water Company facilities are less than one-quarter mile east of the site, along Ski Village Drive.

Mt. Shasta City Park is approximately 0.25 mile west. It does not adjoin the site and is separated from it by the UPRR tracks and N. Mt. Shasta Boulevard. The 26-acre park provides a variety of active and passive recreation opportunities. Within the park is Big Springs, approximately 800 feet from the site. Big Springs, which is fed by an extensive aquifer, is a source of water for the Upper Sacramento River.

3.3 PROJECT CHARACTERISTICS

The proposed project consists of two operational components: a mini-storage on the northern parcel and a self-service car wash on the southern parcel (see **Figure 3.0-3**). Operating hours for both would be 7:00 a.m. to 10:00 p.m., seven days a week. Each of these project components is described in more detail, below, along with proposed landscaping and lighting. The proposed project also would include extension of a water line from Ski Village Boulevard along Road No. 2M16 to provide adequate fire flow for the project.

MINI-STORAGE

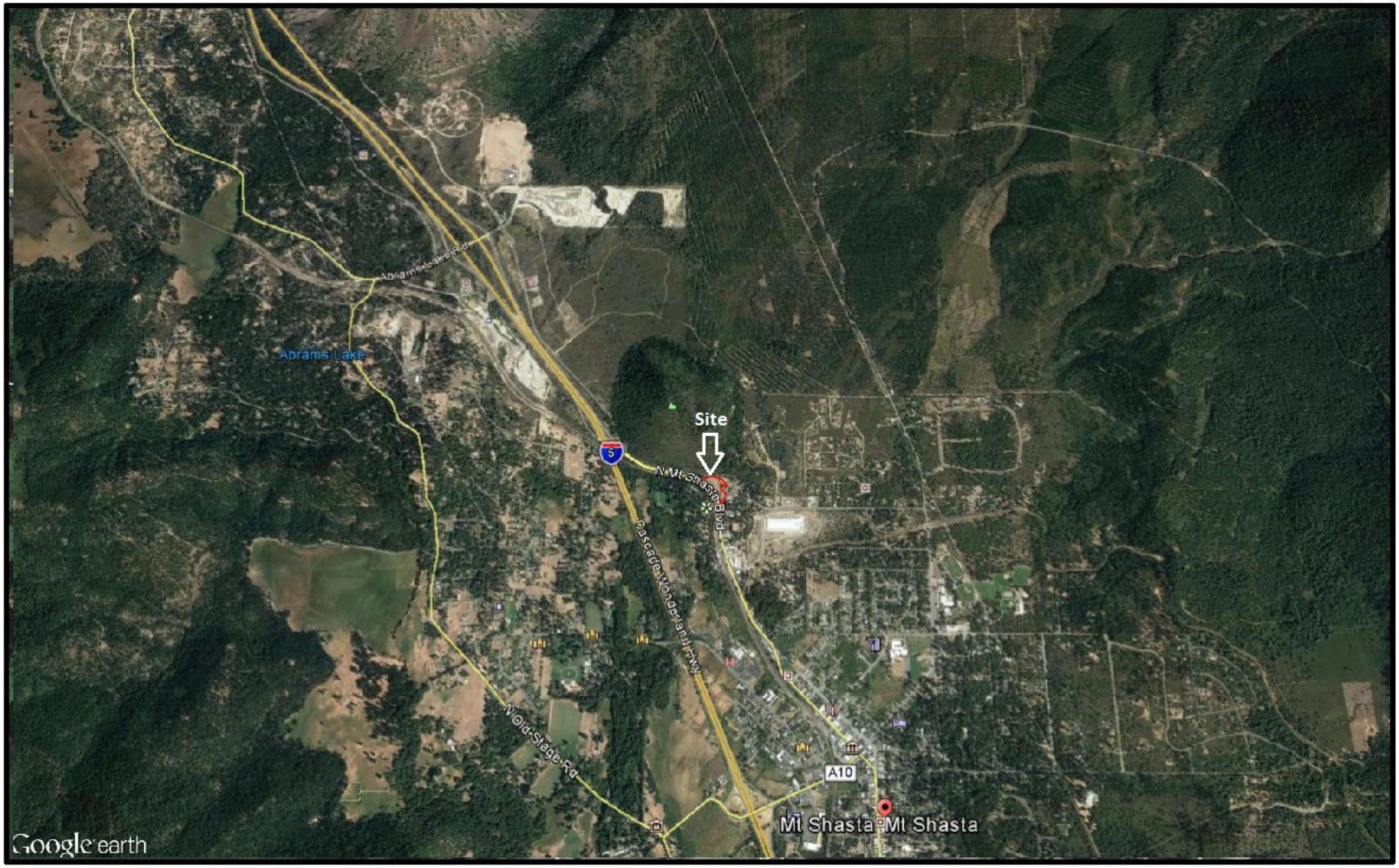
Figure 3.0-4 is a site plan of the mini-storage component of the project. The mini-storage would be in a fenced and gated enclosure and would consist of 153 storage units in three separate single-story buildings oriented parallel to each other and in a northwest-southeast direction. There would be one 234-square-foot single-story registration office. It would also include a small on-site parking area with five parking stalls and trash enclosure next to the office. The drive aisles would be paved with asphalt and the driveway would be Portland cement concrete.

Public access would be from a new driveway constructed on Road No. 2M16, adjacent to the Spring Hill trailhead parking area. There would be one emergency access driveway on N. Mt. Shasta Boulevard. A 5-foot-wide sidewalk would be installed along the mini-storage frontage on Road No. 2M16.

Figure 3.0-5 shows the mini-storage building elevations. The buildings would be constructed of factory-painted light-color metal vertical siding with forest green, manually operated metal roll-up doors. The ends of each building would have a 3-foot-high light sand-color stone veneer ledger above which would be slightly less than 6 feet of metal horizontal siding with a stucco-embossed texture. The ends of the buildings would be the same light color as the siding of the buildings. Metal roofing, which would have a slight pitch, would be forest green to minimize reflection and glare and is intended to conform to the City's architectural design requirements of natural colors. The maximum height of the units, including the roof, would be approximately 14 feet.

Landscaping/snow storage would be located as shown in **Figure 3.0-6.**

T:_CS\Work\Mt. Shasta, City of\Freeze Mini Storage_Car Wash



Not to scale

FIGURE 3.0-1
Regional and Site Location Map

Michael Baker INTERNATIONAL

T:_CS\Work\Mt. Shasta, City of\Freeze Mini Storage_Car Wash

0 150 300
FEET

FIGURE 3.0-2
Aerial View

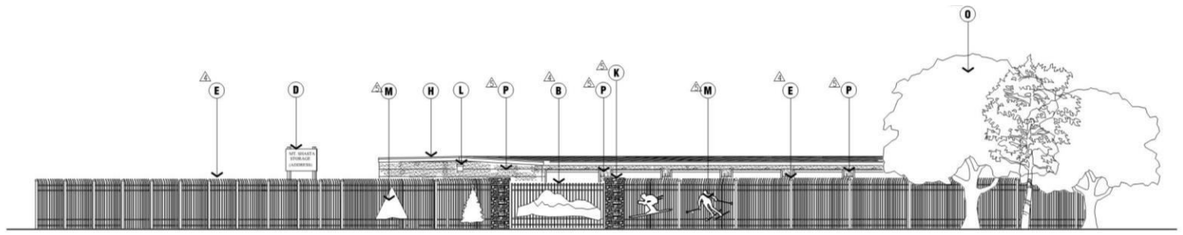
Michael Baker
INTERNATIONAL

SITE KEY NOTES

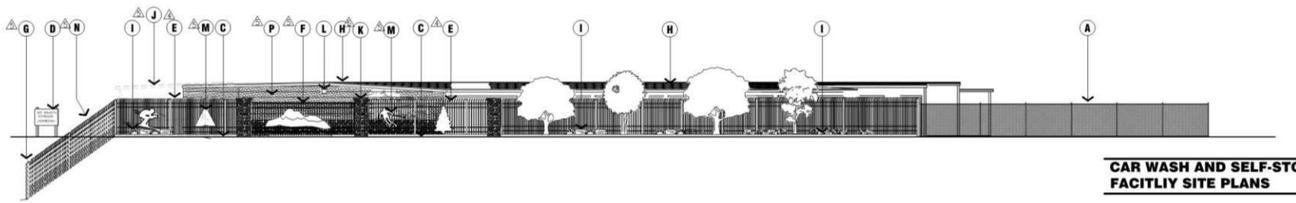
MARK	DESCRIPTION
A	6' HIGH PERIMETER METAL FABRIC FENCE (COLORED SLATS) AT REAR PROPERTY LINE ONLY
2 B	SECOND FIRE SAFETY ACCESS POINT
C	6" RAISED CONCRETE CURB
D	SIGN
4 E	82" TALL, METAL STEEL SECURITY FENCE, "GUARDSMAN" BY MERCHANT METAL, GREEN, CURVED TOP
5 F	20' WIDE DECORATIVE METAL STEEL GATE WITH KEY PAD
5 G	EXISTING FENCE AT RESIDENCE TO REMAIN
H	STORAGE UNITS (BEYOND)
I	LANDSCAPING
5 J	REGISTRATION OFFICE (FUTURE) (SHOWN DASHED)
5 K	24" SQ. STONE VENEER COLUMNS 7'-0" TALL
L	SECURITY "DOWN" LIGHTING
5 M	DECORATIVE METAL STENCILS ATTACHED TO SECURITY FENCE
5 N	82" TALL, METAL STEEL SECURITY FENCE, "GUARDSMAN" BY MERCHANT METAL, GREEN, CURVED TOP (TO EXTEND DOWN SLOPE TO TERMINATE AT EXISTING RESIDENTIAL FENCE)
4 O	EXISTING SHRUBBERY AND TREES TO REMAIN AS LANDSCAPING BUFFER
5 P	METAL HORIZONTAL SIDING (STUCCO EMBOSSED TEXTURE) AND STONE (LEDGER) VENEER AT GABLE ENDS (TYP) AND 84' ± THIS WALL LENGTH ONLY.

SITE KEY NOTES

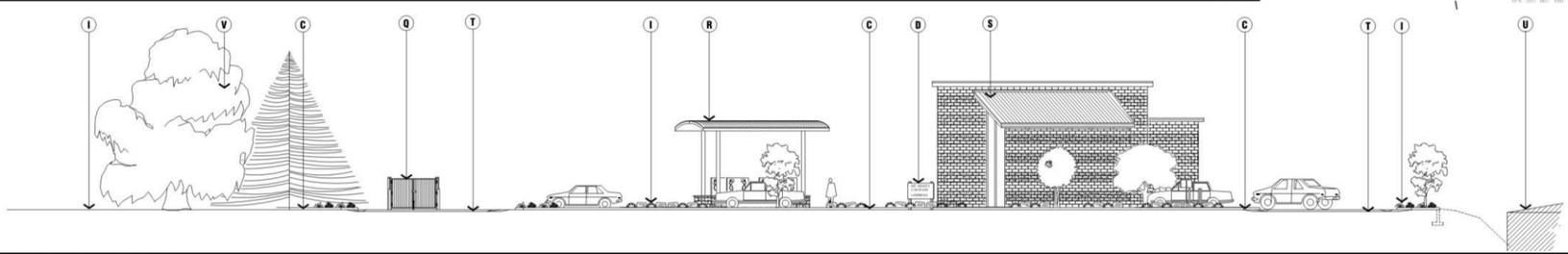
MARK	DESCRIPTION
Q	TRASH ENCLOSURE (CMU BLOCK)
R	(4) VACUUM STATIONS (COVERED)
S	AUTOMATED / SELF CAR WASH (BEYOND)
T	ADA COMPLIANT DRIVEWAY ACCESS
U	EXISTING RESIDENCE
V	EXISTING TREES TO BE MANICURED AND REMAIN



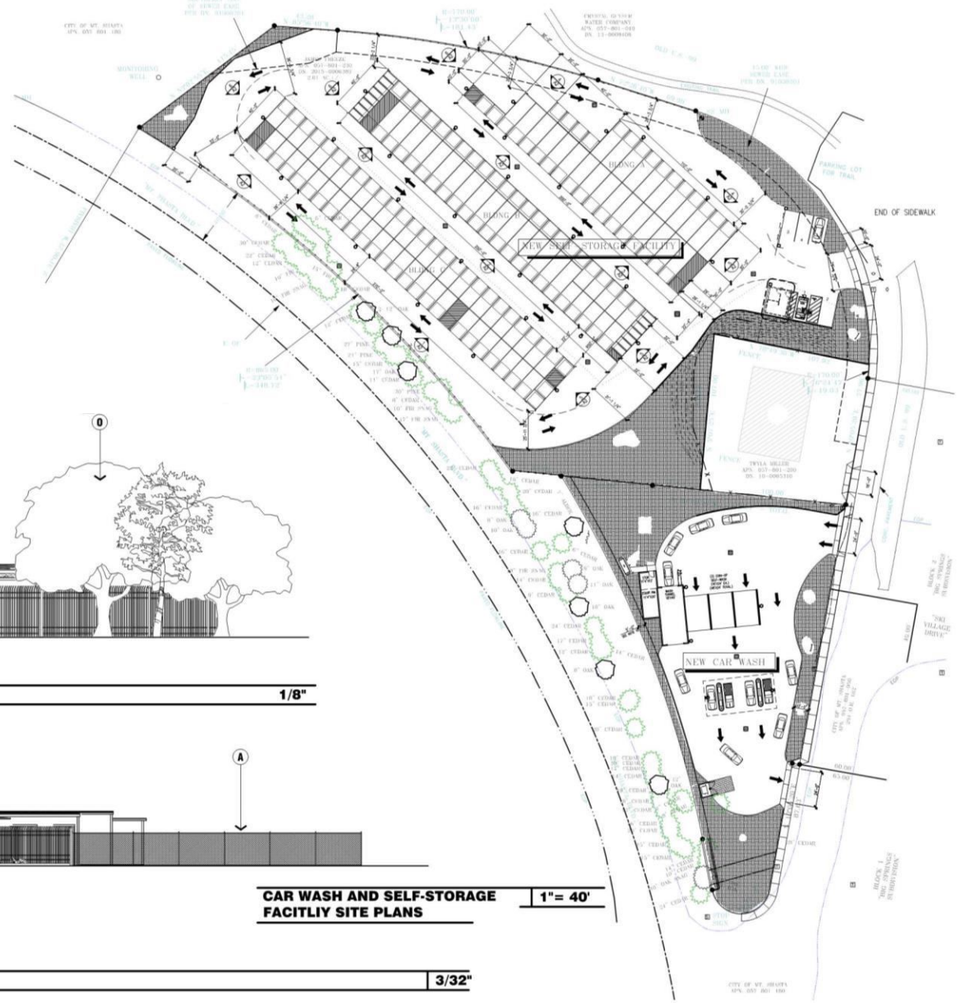
MT. SHASTA BLVD. ELEVATION 1/8"



SELFSTORAGE FACITLIY STREET ELEVATION 3/32"



CAR WASH STREET ELEVATION 3/32"



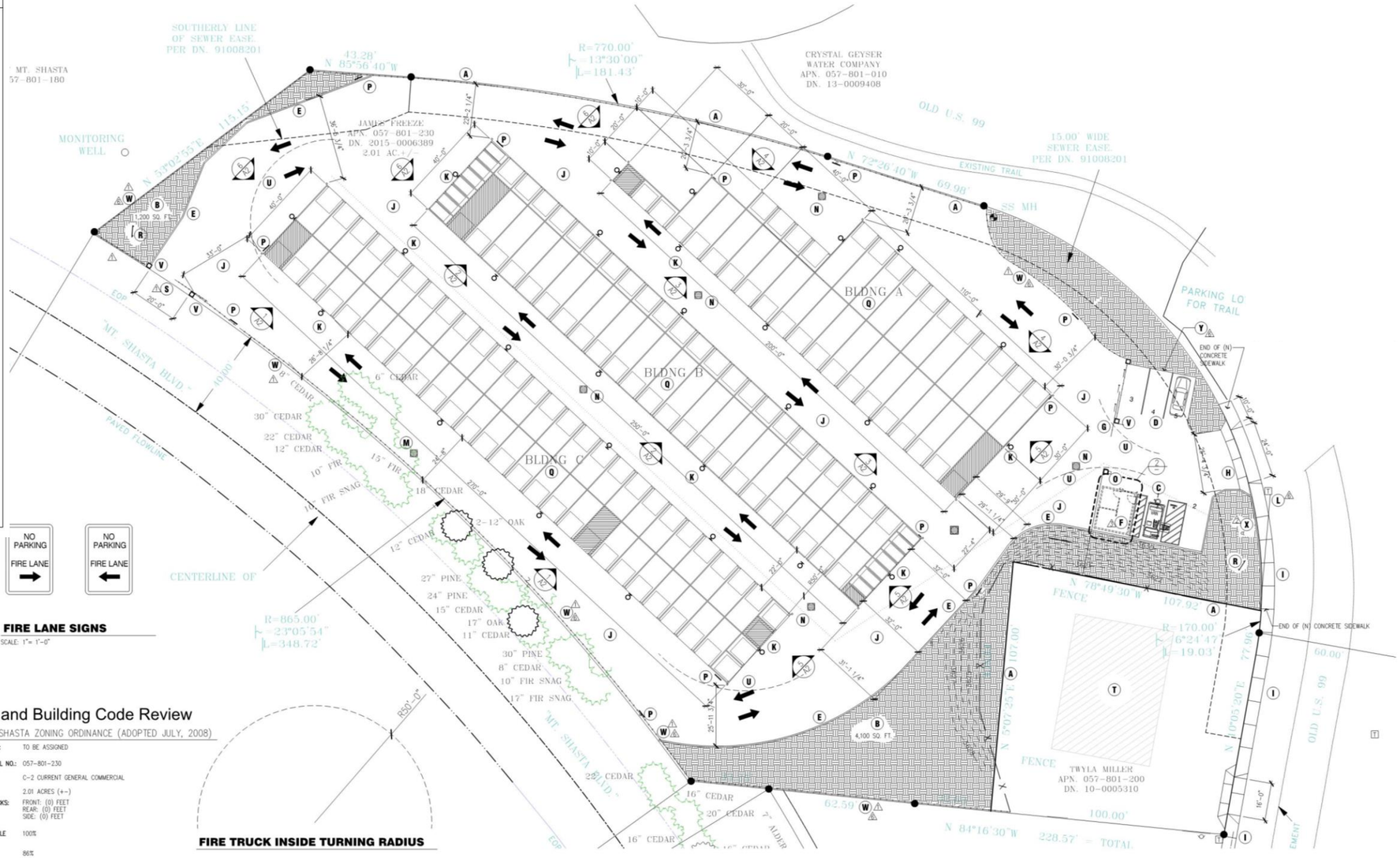
CAR WASH AND SELF-STORAGE FACITLIY SITE PLANS 1"= 40'

FIGURE 3.0-3
Combination Site Plan and Elevation

Michael Baker INTERNATIONAL

SITE KEY NOTES

MARK	DESCRIPTION
A	6' HIGH WIRE FABRIC PERIMETER SECURITY FENCE (COLORED SLATS) AT REAR PROPERTY LINE ONLY
B	LANDSCAPING AND SNOW STORAGE
C	ADA PARKING (FUTURE)
D	(5) PARKING STALLS, (1) ADA (FUTURE)
E	6" RAISED CONCRETE CURB
3 F	REGISTRATION OFFICE (FUTURE)
3 G	20' WIDE DECORATIVE METAL STEEL GATE WITH KEY PAD
H	CONCRETE DRIVE APPROACH WITH ACCESSIBLE WALK
4 I	5'-0" WIDE CONCRETE SIDEWALK
J	ASPHALT OR PORTLAND CONCRETE
K	SECURITY LIGHTING (DOWN FACING)
6 L	EXISTING TELEPHONE POLE TO BE REMAIN
M	EXISTING 30" DIA. CMP D.I.
N	NEW CMP D.I. (TYP)
O	KEY BOX (ATTACHED TO COLUMN)
P	FIRE LANE SIGNS (TYP)
Q	BUILDING CONSTRUCTION PER 2013 CBC, APPENDIX D: FLOOR: CONCRETE SLAB WALLS: 2 HOUR RATED, GA FILE NO. WP 1941 OR GA FILE NO. WP 1570 ROOF: CLASS B
R	MONUMENT SIGN IN COMPLIANCE WITH TITLE 8 MT. SHASTA MUNICIPAL CODE
1 S	SECOND FIRE SAFETY ACCESS POINT 20' WIDE DECORATIVE METAL STEEL
T	EXISTING RESIDENCE
U	50' (INSIDE) TURNING RADIUS FOR FIRE APPERATUSES (SHOWN DASHED)
V	24" SQ. COLUMNS., STONE VENEER 8'-0"HIGH
1 6 W	82" TALL, METAL STEEL SECURITY FENCE, "GUARDSMAN" BY MERCHANT METAL, GREEN, CURVED TOP ALL AROUND EXCEPT PROPERTY LINE AT REAR OF SITE.
4 X	NEW FIRE HYDRANT (492' TO FARTHEST POINT, DOTTED LINE)
6 Y	EDGE OF ASPHALT



FIRE LANE SIGNS
SCALE: 1"= 1'-0"

FIRE TRUCK INSIDE TURNING RADIUS

Zoning and Building Code Review

CITY OF MT. SHASTA ZONING ORDINANCE (ADOPTED JULY, 2008)

BUILDING ADDRESS:	TO BE ASSIGNED
ASSESSORS PARCEL NO.:	057-801-230
ZONING:	C-2 CURRENT GENERAL COMMERCIAL
LOT SIZE:	2.01 ACRES (+-)
REQUIRED SET BACKS:	FRONT: (0) FEET REAR: (0) FEET SIDE: (0) FEET
MAXIMUM ALLOWABLE DENSITY:	100%
SITE COVERAGE:	86%

2016 CBC BUILDING CODE REVIEW

OCCUPANCY:	S1	MAXIMUM ALLOWABLE BUILDING HEIGHT:	2 STORIES (TABLE 503)
TYPE OF CONSTRUCTION	IIB	NEW BUILDING HEIGHT:	1 STORY
SPRINKLERED:	YES	BUILDING ACCESSABILITY:	(8) STORAGE SPACES ACCESSIBLE TABLE 11B-225.3
MAXIMUM ALLOWABLE BUILDING AREA:	17,500 S.F. EACH BUILDING (TABLE 503)	SNOW STORAGE:	5,300 S.F.
NEW BUILDING AREA:	9,058, 10,000, 10,800 AND 222 S.F. SEPARATE BUILDING AREAS PER 2013 CFC TOTAL NEW BUILDING AREA= 30,080 S.F.		

INDICATES ADA COMPLIANT STORAGE SPACE PER 2013 CBC, TALBE 11B-225.3

0 20
SCALE: 1"= 20'
CONTOUR INTERVAL = 1'

BUILDING LEGEND

SYMBOL	DIMENSION	# OF UNITS
BUILDING A	VARIES 9,058 S.F.	(28) 10'x30', (7) 10'x10'
BUILDING B	40'x250' 10,000 S.F.	(18) 10'x30', (10) 10'x20', (18) 10'x10', (16) 5'x10',
BUILDING C	40'x270' 10,800 S.F.	(52) 10'x20', (4) 10'x10'
TOTAL	29,858 S.F.	(46) 10'x30', (62) 10'x20', (29) 10'x10', (16) 5'x10'= 153 UNITS

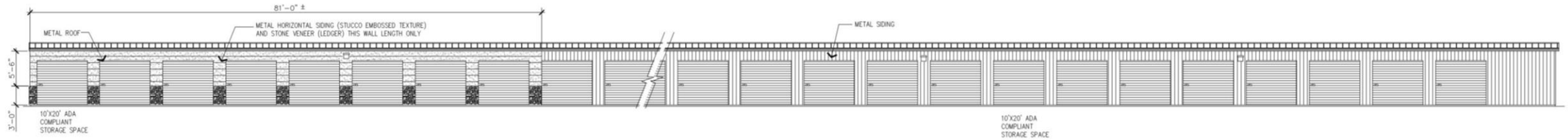
SITE COVERAGE

COMPONENT	AREA	AMOUNT OF COVERAGE
SITE AREA	87,120 S.F.	
BUILDING AREA	29,858 S.F.	34%
LANDSCAPING AND SNOW STORAGE AREA	13,563 S.F.	16%
ASPHALT AREA	43,699 S.F.	50%

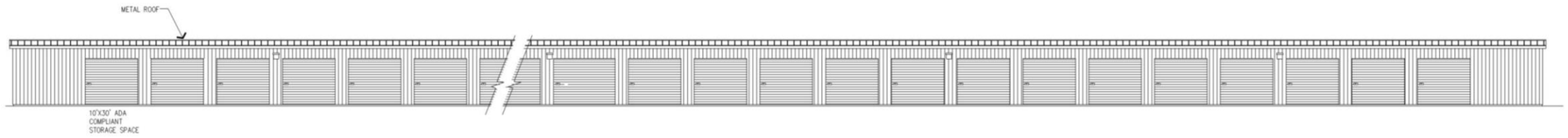
STORAGE FACILITY SITE PLAN | 1" = 20' | 1 | OFFICE (FUTURE) 3 | 1/8" | 2

FIGURE 3.0-4
Mini-Storage Site Plan

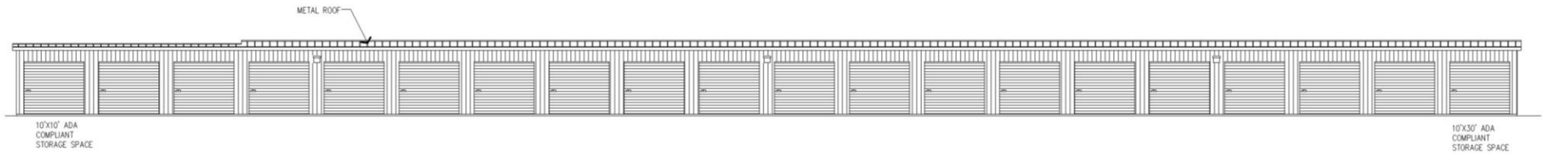
Michael Baker INTERNATIONAL



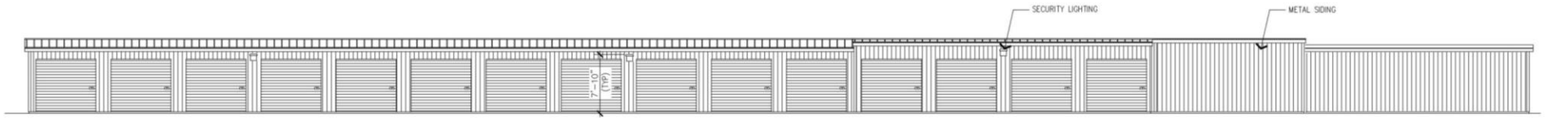
1 | BUILDING C — **1/8"**



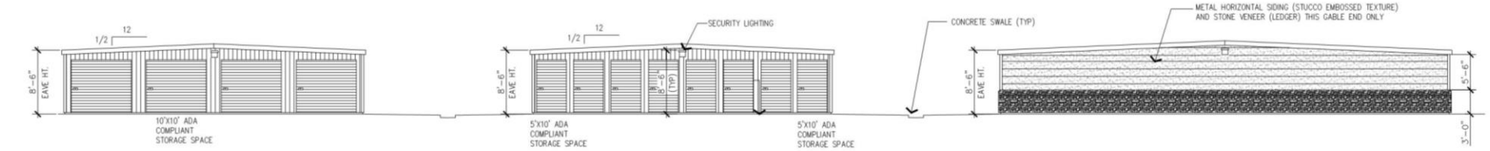
2 | BUILDING B — **1/8"**



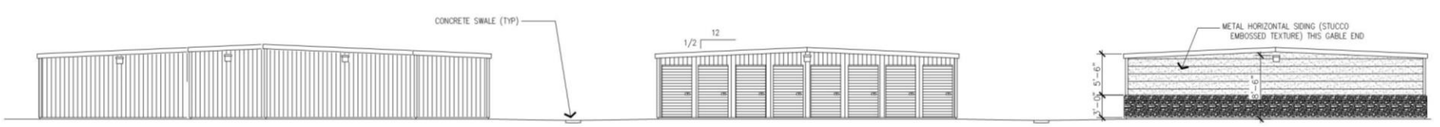
3 | BUILDING A — **1/8"**



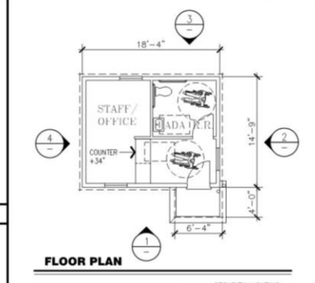
4 | BUILDING A — **1/8"**

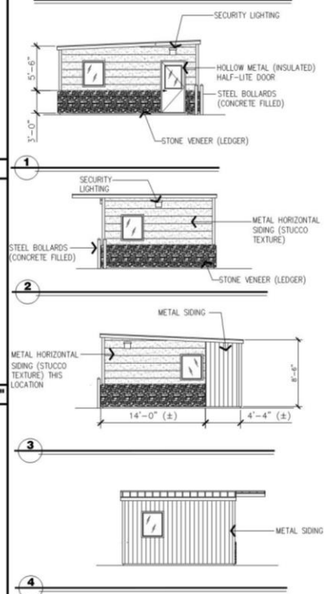


5 | BUILDINGS C, B, A — **1/8"**



6 | BUILDINGS A, B, C — **1/8"**

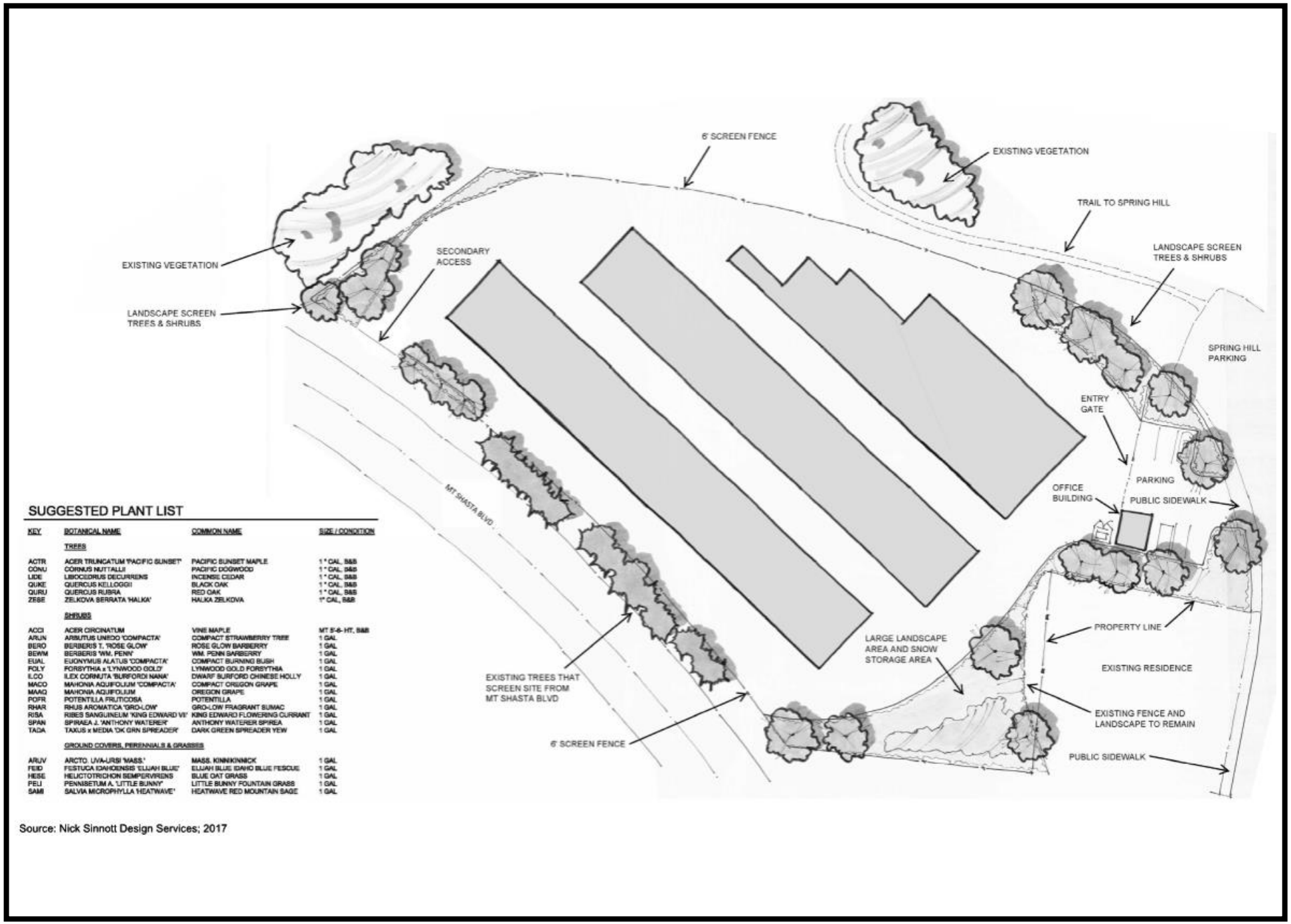




REGISTRATION OFFICE (FUTURE) — **1/8"**

FIGURE 3.0-5
Mini-Storage Elevations

Michael Baker INTERNATIONAL



SUGGESTED PLANT LIST

KEY	BOTANICAL NAME	COMMON NAME	SIZE / CONDITION
	TREES		
ACTR	ACER TRUNCATUM 'PACIFIC SUNSET'	PACIFIC SUNSET MAPLE	1" CAL, B&B
CONU	CORNUS NUTTALLII	PACIFIC DOGWOOD	1" CAL, B&B
LIDE	LIBOCEDRUS DECURRENS	INCENSE CEDAR	1" CAL, B&B
QUKE	QUERCUS KELLOGGII	BLACK OAK	1" CAL, B&B
QURU	QUERCUS RUBRA	RED OAK	1" CAL, B&B
ZEBE	ZELKOVA SERRATA 'HALKA'	HALKA ZELKOVA	1" CAL, B&B
	SHRUBS		
ACCI	ACER CIRCINATUM	VINE MAPLE	MT 5'-6- HT, B&B
ARUN	ARBUTUS UNEDO 'COMPACTA'	COMPACT STRAWBERRY TREE	1 GAL
BERO	BERBERIS T. 'ROSE GLOW'	ROSE GLOW BARBERRY	1 GAL
BEWM	BERBERIS 'WM. PENN'	WM. PENN BARBERRY	1 GAL
EUAL	EUONYMUS ALATUS 'COMPACTA'	COMPACT BURNING BUSH	1 GAL
FOLY	FORSYTHIA x 'LYNWOOD GOLD'	LYNWOOD GOLD FORSYTHIA	1 GAL
ILCO	ILEX CORNUTA 'BURFORDI NANA'	DWARF BURFORD CHINESE HOLLY	1 GAL
MACO	MAHONIA AQUIFOLIUM 'COMPACTA'	COMPACT OREGON GRAPE	1 GAL
MAAQ	MAHONIA AQUIFOLIUM	OREGON GRAPE	1 GAL
POFR	POTENTILLA FRUTICOSA	POTENTILLA	1 GAL
RHAR	RHUS AROMATICA 'GRO-LOW'	GRO-LOW FRAGRANT SUMAC	1 GAL
RISA	RIBES SANGUINEUM 'KING EDWARD VII'	KING EDWARD FLOWERING CURRANT	1 GAL
SPAN	SPIRAEA J. 'ANTHONY WATERER'	ANTHONY WATERER SPIREA	1 GAL
TADA	TAXUS x MEDIA 'DK GRN SPREADER'	DARK GREEN SPREADER YEW	1 GAL
	GROUND COVERS, PERENNIALS & GRASSES		
ARUV	ARCTO. UVA-URSI 'MASS.'	MASS. KINNIKINNICK	1 GAL
FEID	FESTUCA IDAHOENSIS 'ELIJAH BLUE'	ELIJAH BLUE IDAHO BLUE FESCUE	1 GAL
HESE	HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS	1 GAL
PELI	PENNISETUM A. 'LITTLE BUNNY'	LITTLE BUNNY FOUNTAIN GRASS	1 GAL
SAMI	SALVIA MICROPHYLLA 'HEATWAVE'	HEATWAVE RED MOUNTAIN SAGE	1 GAL

Source: Nick Sinnott Design Services; 2017

FIGURE 3.0-6
Mini-Storage Landscape Plan

Michael Baker INTERNATIONAL

Table 3.0-1 identifies the specific attributes for the proposed mini-storage.

TABLE 3.0-1
MINI-STORAGE CHARACTERISTICS

Site Coverage			
Component		**Area**	**% of Site**
Site Area		87,120 sq. ft.	
Building Area		29,858 sq. ft.	34%
Office		234 sq. ft.	<0.1%
Landscape and Snow Storage Area		13,563 sq. ft.	16%
Paved Area		43,699 sq. ft.	50%
Storage Building Details			
Building	**Dimensions**		**Number of Units [(number) size]**
Building A	Varies	9,058 sq. ft.	(28) 10′ × 30′, (7) 10′ × 10′
Building B	40′ × 250′	10,000 sq. ft.	(18) 10′ × 30′, (10) 10′ × 20′, (18) 10′ × 10′, (16) 5′ × 10′
Building C	40′ × 270′	10,800 sq. ft.	(52) 10′ × 20′, (4) 10′ × 10′
Total		29,858 sq. ft.	(46) 10′ × 30′, (62) 10′ × 20′, (29) 10′ × 10′, (16) 5′ × 10′

An entry gate and security fencing would installed as shown in **Figure 3.0-4**. The main entry gate would be 24 feet wide and made of decorative steel and set back from the driveway. The perimeter fencing would be 7 feet high and would consist of 24-inch-square stone veneer columns with green metal, curved-top metal slats between the columns. As shown in **Figure 3.0-4**, this fencing would be placed along the northwest side, continue around the site along the N. Mt. Shasta Boulevard frontage, and extend east to the southwest corner of the residential parcel property line (along a portion of the car wash operation where it adjoins the mini-storage facility). This type of fencing would also be installed along the Road No. 2M16 frontage, beginning at the main entry gate and following the site boundary to the northwest for approximately 130 feet. Fencing between the entry gate and extending west along the north part of the mini-storage would be 6 feet high and made of wire fabric with green slats. Existing fencing around the residential parcel would remain.

The proposed project would not result in the removal of any of the parking spaces at the designated trailhead parking area for Spring Hill. The informal parking that occurs on the applicant's parcel without property owner permission is not part of the trailhead's official parking area and would be removed. There are other parking opportunities on nearby streets.

The mini-storage qualifies as a "large scale" construction project under City of Mt. Shasta Municipal Code Section (MSMC) 18.70.080 because it is greater than 20,000 square feet on a single parcel. In addition to the design features proposed by the applicant, described above, the City has determined that the mini-storage must comply with the following:

> 18.70.080 (D) Facades of buildings shall be visually broken up with mature landscaping, recesses, portolas, courtyards or other design features which add texture and humanize the scale of the structure(s).

18.70.080 (E) Mechanical equipment shall be screened to mitigate noise and views from all sides. If roof-mounted, the screen shall be designed to conform architecturally to the design of the building either with varying roof planes or with parapet walls. A wood fence or similar treatment is not acceptable.

(F) A human scale shall be achieved near ground level on larger buildings and along street facades and entryways through the use of elements such as portolas, windows, doors, columns and beams. Portolas should provide a transition between the outside street and the building interior.

(G) All sites shall have at least five percent landscaping in addition to any required buffer zones discussed in subsection (J) of this section. Landscaping shall be dispersed throughout the parking lot as well as other required locations.

(H) In parking lots, such landscaping should consist of the proper mixture of trees and shrubs so that all of the landscaped areas will be covered in five years by a ground cover or by shrubs and shaded by the trees.

(I) A minimum of 10 feet in width of landscaping should be placed for screening from public rights-of-way and shall be planted with a combination of trees, shrubs and groundcovers. One street tree per 30 feet of street frontage shall be required on all projects.

(J) In addition to other required landscaping, a landscape buffer 30 feet in width shall be provided adjacent to the site property line where it adjoins residential zones. The landscape buffer shall include canopy trees of at least 30-foot intervals to provide noise, light, and visual screening. No other uses, such as, but not limited to, parking or storage, are permitted within the landscape buffer area, except for snow storage.

(K) If planters are used for trees, minimum planter size shall be 50 square feet, with a minimum dimension of six feet for one side.

(L) All landscaped areas shall be irrigated or shall be certified that they can be maintained and survive without artificial irrigation. If the plantings fail to survive, the property owner shall replace them. All landscaping will be maintained throughout the site.

SELF-SERVICE CAR WASH

The car wash would consist of an 18-foot by 40-foot self-service automatic car wash (including a dryer), three 16-foot by 24-foot self-wash wash bays, four vacuum stations, an 11-foot, 4-inch by 32-foot storage/equipment building, landscaping/snow storage areas, and a trash enclosure (**Figure 3.0-7**). The car wash is expected to generate approximately 50 trips per day per the applicant's engineer.

Table 3.0-2 identifies the specific attributes for the proposed car wash.

TABLE 3.0-2
CAR WASH CHARACTERISTICS

Component	Area	% of Site
Site Area	29,621 sq. ft.	
Building Area (Car Wash and Equipment/Storage)	2,280 sq. ft.	8%
Landscape and Snow Storage Area	12,053 sq. ft.	40%
Paved Area	15,308 sq. ft.	52%

The entrance driveway would be on Ski Village Drive, immediately south of the separate residential parcel to the north, and the exit driveway would be at the southern end of the site onto Ski Village Drive. A 5-foot-wide sidewalk and landscaping would be installed along the car wash frontage on Ski Village Drive and extending south to the intersection with N. Mt. Shasta Boulevard (**Figure 3.0-7**).

As shown in **Figure 3.0-7**, the automatic car wash tunnel and three self-wash bays and equipment/storage building would be contained within one structure located in the north-central part of the parcel, with the automatic wash tunnel and storage/equipment building on the west side of the building and the three self-wash bays on the east. **Figure 3.0-8** shows car wash elevations. The automatic wash tunnel and self-wash bays would be open on the north and south sides. The auto wash roof would have a slight arc shape, and the roof over the self-wash bays would be a flat with a slight pitch. The highest point of the structure would be in the middle, as shown in **Figure 3.0-8**, and would be just over 24 feet. The car wash roof would be forest green to match the mini-storage roofing. The car wash building façade would be made of light sand color stone veneer.

The four vacuum stations would be in the center of the parcel under a canopy supported on pillars. The canopy would be slightly less than 17 feet tall at its highest point. The vacuum bays would be open on all sides. The canopy would have a slight arch shape when viewed from the north or south.

Landscaping/snow storage would be provided at the locations shown in **Figure 3.0-9**.

The car wash would include a reclaimed water system that can achieve a water savings of up to 75 percent of baseline water usage. It would also have a specially designed system to provide pretreatment of wastewater generated by car wash operations because the wastewater would contain various products containing chemicals. The car wash area would be graded, designed, and constructed so that all water from the automatic car wash and self-wash bays would be directed toward a self-contained disposal system and engineered wastewater catchment that would be installed underground at the car wash. No car wash water would be allowed to be conveyed off-site either as wastewater or in stormwater runoff. The car wash floor drain inlets would include sumps for initial grit and sediment removal. All inlets would be plumbed to an underground interceptor tank to provide sand, grease, and oil separation and pretreatment of

influent. The tank would be located on the east side of the car wash building and would connect to the sewer line in Ski Village Drive.

The wastewater interceptor tank would consist of three compartments with passive baffles. Influent would flow through the primary compartment that removes settleable solids, oil and grease. The secondary compartment would provide additional removal of settleable solids, and the third compartment would hold the clarified (treated) water for discharge to sanitary sewer. The tank would be watertight and leak-tested after system connections are complete.

The water recycling system equipment would be plumbed into the clarified water compartment and would draw out water as needed for reuse. It would consist of strainers, centrifuge separation, bag filtration, and ozone oxidation. Backwash would be plumbed back into the interceptor tank inlet and primary compartment.

The types of car wash products (solutions and chemicals) that could be used in the car wash would depend on which type of car wash the customer selects. Car wash rinse water may include ozone, basic and acidic cleaning compounds, foaming agents, wax, fragrance, colorants, and grit and debris from cars. The concentrations of certain compounds typically found in commercial car wash wastewater has the potential to affect the City's wastewater treatment plant's ability to comply with its specific effluent discharge limitations established in the plant's permit. The City Public Works Department has determined that the car wash wastewater will require pretreatment before it can be discharged via the self-contained wastewater system to the City's sewer system. The applicant has applied for an industrial waste discharge permit in accordance with MSMC Section 13.56.270. The draft permit is included in **Appendix A.**

If the project is approved, the City will issue the permit for the car wash that has specific numerical and narrative limitations and discharge requirements. The local effluent limitations comprise several metals and various water quality parameters (Table 2, Appendix A). Part 1, Item D of the permit contains a comprehensive list of discharge prohibitions. This will ensure that chemicals used in the car wash process that are discharged to the sewer do not interfere with the operation of the City's wastewater treatment plant or the sewer system. The applicant will not be allowed to operate the car wash until the City has confirmed via inspection and test results provided by the applicant that the required features have been installed (Part 5 of the permit) and are operating correctly and that the effluent meets required limits.

During operation, the permit requires effluent monitoring and reporting at the applicant's expense to demonstrate compliance with the permit, which are described in Part 2 and Part 3 of the permit. The outfall system would be located in the sewer line between the underground treatment system and the existing sewer in Ski Village Drive. If the system is not operating in accordance with the permit, the applicant would be required to implement corrective action to the City's satisfaction, or the City may require that car wash operations are discontinued.

Solids and sludges that accumulate in the primary tank are typically not regulated as hazardous waste when dewatered and would be disposed of at a landfill permitted to accept such waste. However, testing to determine whether special disposal is necessary is a requirement of the industrial waste discharge permit.

SITE KEY NOTES

MARK	DESCRIPTION
A	EXISTING RESIDENCE
B	LANDSCAPING AND SNOW STORAGE
4 C	STORAGE PROPANE TANK
D	SIGN
E	SECURITY LIGHTING (DOWN FACING)
F	TRASH ENCLOSURE (CMU BLOCK)
G	STACKED PARKING AREA
6 H	NOT USED
I	ASPHALT SURFACE
J	5' WIDE PEDESTRIAN SIDEWALK
K	(4) VACUUM STATIONS (COVERED)
L	6" RAISED CONCRETE CURB
1 6 M	84" TALL, METAL STEEL SECURITY FENCE, "GUARDSMAN" BY MERCHANT METAL, GREEN, CURVED TOP ALL AROUND EXCEPT PROPERTY LINE AT REAR OF SITE TO TERMINATE INTO EXISTING RESIDENTIAL FENCE
N	WASH SELECT STATION

LEGEND OF SYMBOLS AND ABBREVIATIONS USED

- T — SUPPORT POLE FOR OVERHEAD UTILITIES, OR AS NOTED
- ANCHOR WIRE
- FOUND AS NOTED.
- RECORD CORNER POSITION PER RSB 16, PAGE 1
- SANITARY SEWER MANHOLE
- STORM DRAIN DROP INLET
- S — STOP SIGN
- CONIFER AS NOTED (VARYING SIZES)
- DECIDUOUS TREE AS NOTED (VARYING SIZES)
- — X — EXISTING WOOD OF WIRE FENCE

EOP	EDGE OF PAVEMENT
DIA.	DIAMETER
EL	ELEVATION
CMP	CORRUGATED METAL PIPE
APN.	ASSESSOR'S PARCEL NUMBER
O.R.	OFFICIAL RECORDS
CONC.	CONCRETE
CE.	CEDAR TREE
DN.	DOCUMENT NUMBER
EASE.	EASEMENT
INV.	INVERT
DI	DROP INLET
R/W	RIGHT-OF-WAY

Zoning and Building Code Review

CITY OF MT. SHASTA ZONING ORDINANCE (ADOPTED JULY, 2008)

BUILDING ADDRESS:	TO BE ASSIGNED
ASSESSORS PARCEL NO.:	057-801-160, 057-801-040
ZONING:	C-2 CURRENT GENERAL COMMERCIAL
LOT SIZE:	.68 ACRES (+-)
REQUIRED SET BACKS:	FRONT: (0) FEET REAR: (0) FEET SIDE: (0) FEET
MAXIMUM ALLOWABLE DENSITY:	100%
SITE COVERAGE:	64%

2016 CBC BUILDING CODE REVIEW

OCCUPANCY:	B
TYPE OF CONSTRUCTION	IB
SPRINKLERED:	NO
MAXIMUM ALLOWABLE BUILDING AREA:	UNLIMITED
NEW BUILDING AREA:	(MECHANICAL ROOM: 373 S.F. AUTO CAR WASH: 707 S.F. SELF WASH OPEN BAYS: 1,200 S.F.
MAXIMUM ALLOWABLE BUILDING HEIGHT:	UNLIMITED (TABLE 503)
NEW BUILDING HEIGHT:	1 STORY
SNOW STORAGE:	7,157 S.F.

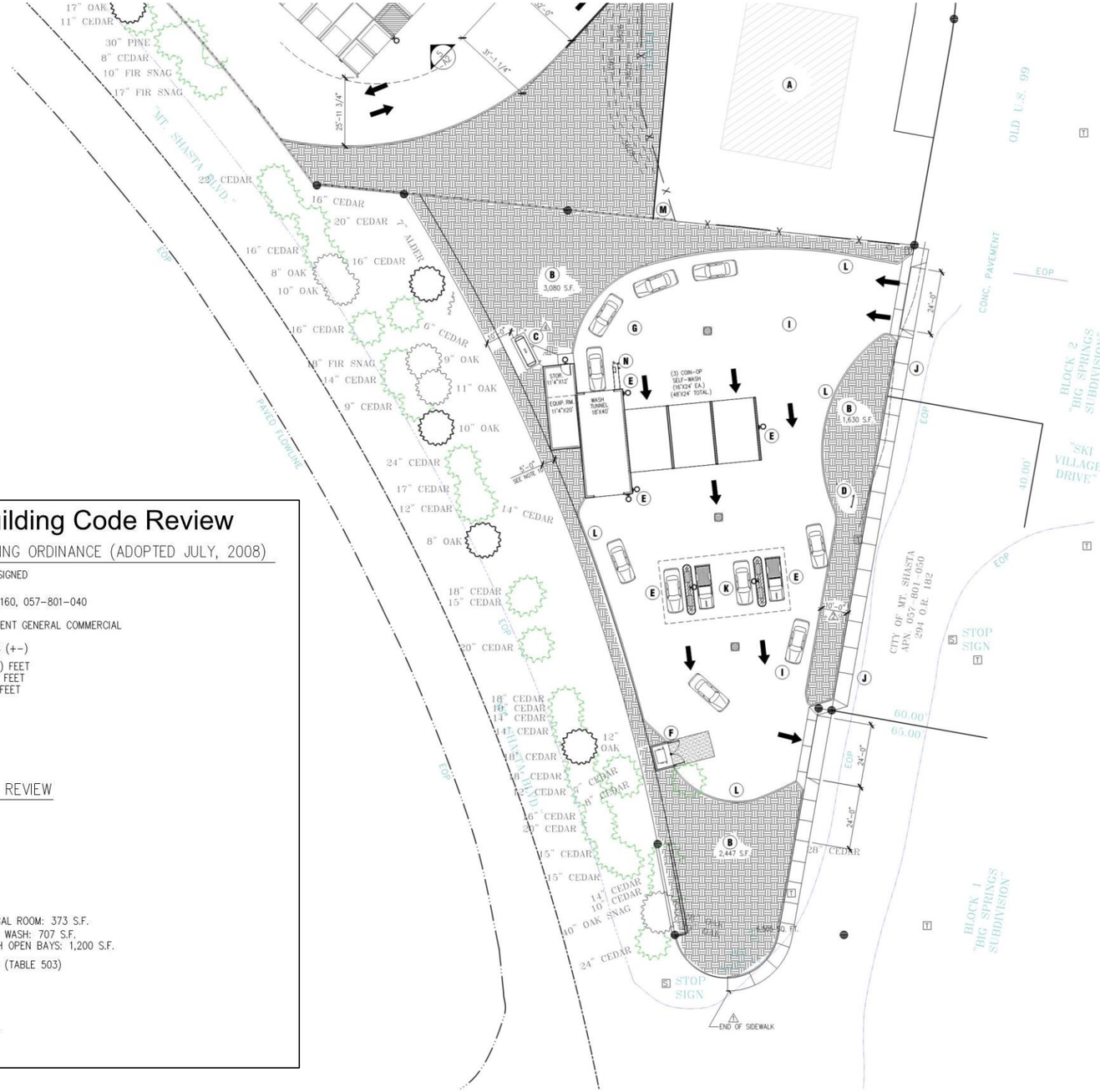
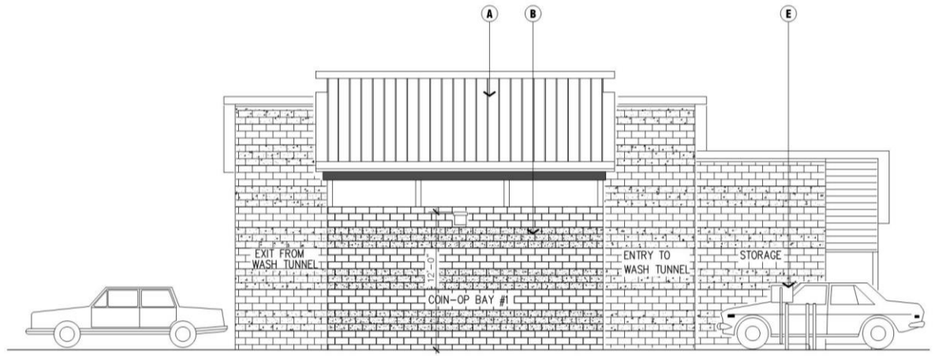


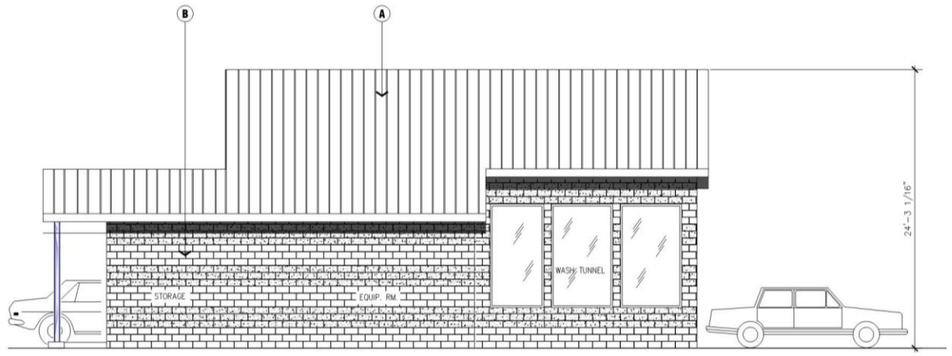
FIGURE 3.0-7
Car Wash Site Plan

Michael Baker INTERNATIONAL



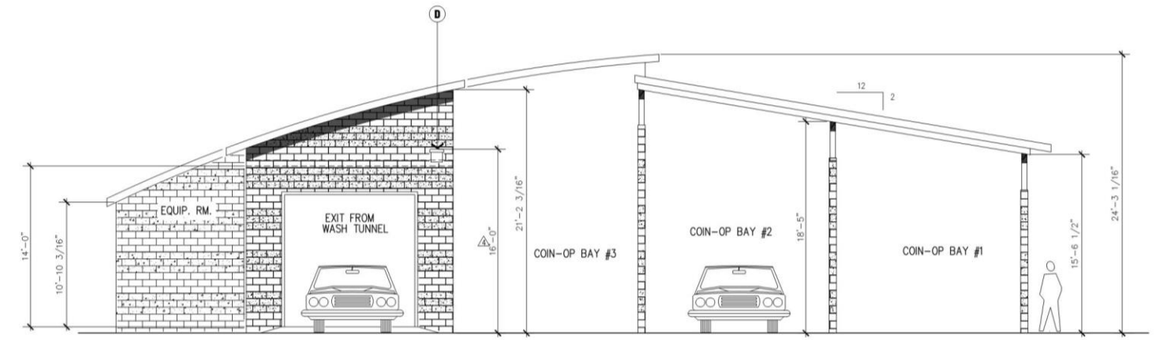
WEST ELEVATION

SCALE: 3/16"= 1'-0"



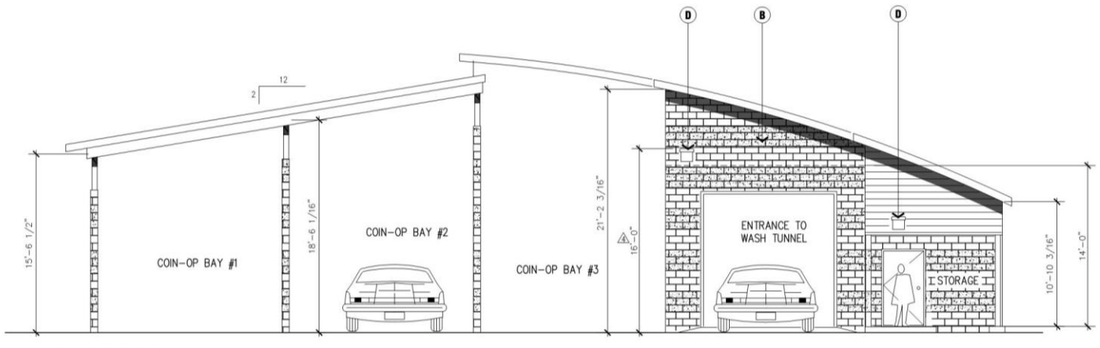
EAST ELEVATION

SCALE: 3/16"= 1'-0"



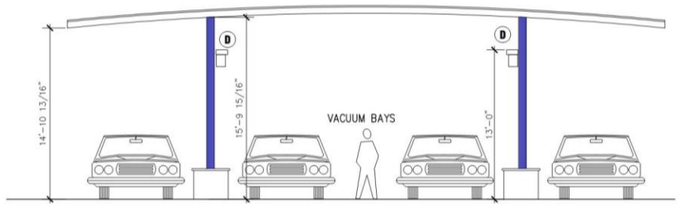
SOUTH ELEVATION

SCALE: 3/16"= 1'-0"



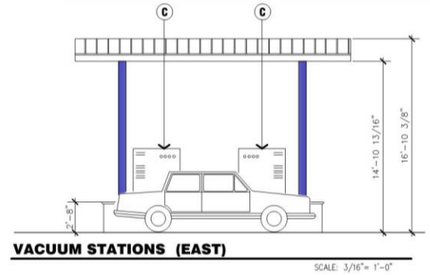
NORTH ELEVATION

SCALE: 3/16"= 1'-0"



VACUUM STATIONS (SOUTH)

SCALE: 3/16"= 1'-0"

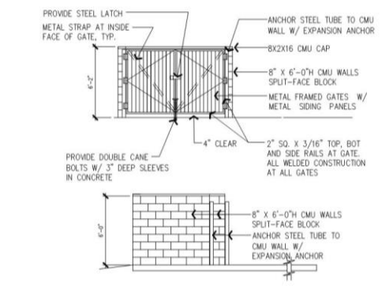


VACUUM STATIONS (EAST)

SCALE: 3/16"= 1'-0"

KEY NOTES

MARK	DESCRIPTION
A	STANDING SEAM METAL ROOF
B	SPLIT FACE CMU BLOCK BY BASALITE "PURPLE HAZE"
C	VACUUM STATIONS
D	SECURITY LIGHTING (DOWN FACING)
E	WASH SELECT STATION

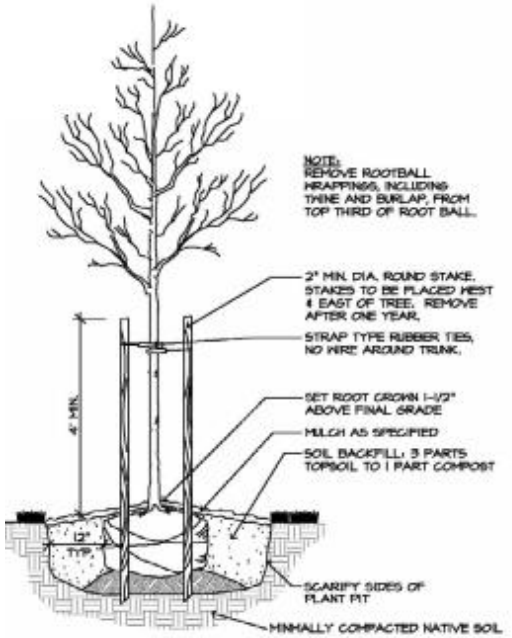


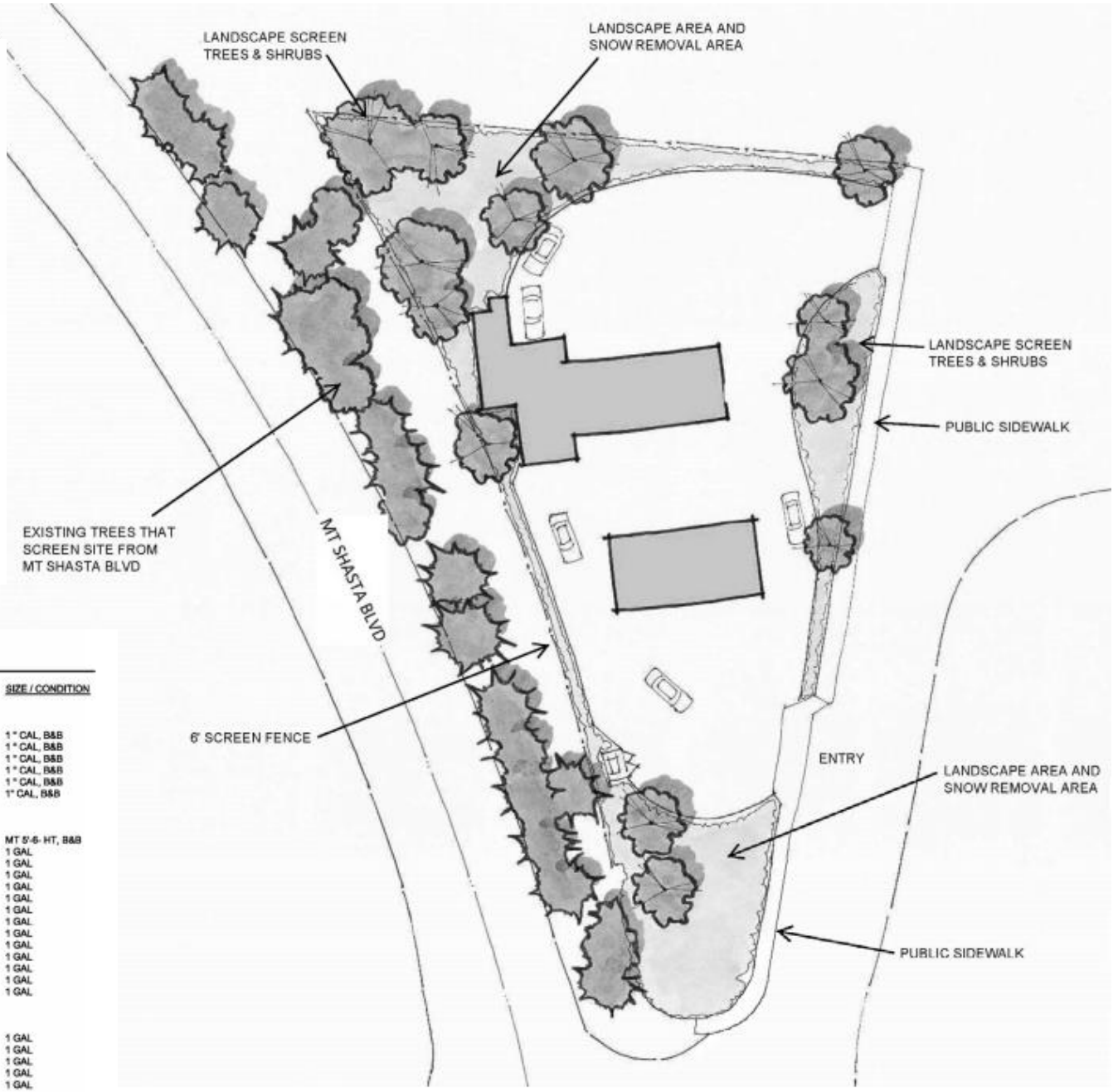
TRASH ENCLOSURE

SCALE: 3/16"= 1'-0"

FIGURE 3.0-8
Car Wash Elevations

Michael Baker INTERNATIONAL





SUGGESTED PLANT LIST

KEY	BOTANICAL NAME	COMMON NAME	SIZE / CONDITION
	TREES		
ACTR	ACER TRUNCATUM 'PACIFIC SUNSET'	PACIFIC SUNSET MAPLE	1" CAL, B&B
CONU	CORNUS NUTTALLII	PACIFIC DOGWOOD	1" CAL, B&B
LIDE	LIBOCEDRUS DECURRENS	INCENSE CEDAR	1" CAL, B&B
QUKE	QUERCUS KELLOGGII	BLACK OAK	1" CAL, B&B
QURU	QUERCUS RUBRA	RED OAK	1" CAL, B&B
ZESE	ZELKOVA SERRATA 'HALKA'	HALKA ZELKOVA	1" CAL, B&B
	SHRUBS		
ACCI	ACER CIRCINATUM	VINE MAPLE	MT 5'-6- HT, B&B
ARUN	ARBUTUS UNEDO 'COMPACTA'	COMPACT STRAWBERRY TREE	1 GAL
BERO	BERBERIS T. 'ROSE GLOW'	ROSE GLOW BARBERRY	1 GAL
BEWM	BERBERIS 'WM. PENN'	WM. PENN BARBERRY	1 GAL
EUAL	EUONYMUS ALATUS 'COMPACTA'	COMPACT BURNING BUSH	1 GAL
FOLY	FORSYTHIA x 'LYNWOOD GOLD'	LYNWOOD GOLD FORSYTHIA	1 GAL
ILCO	ILEX CORNUTA 'BURFORDI NANA'	DWARF BURFORD CHINESE HOLLY	1 GAL
MACO	MAHONIA AQUIFOLIUM 'COMPACTA'	COMPACT OREGON GRAPE	1 GAL
MAAQ	MAHONIA AQUIFOLIUM	OREGON GRAPE	1 GAL
POFR	POTENTILLA FRUTICOSA	POTENTILLA	1 GAL
RHAR	RHUS AROMATICA 'GRO-LOW'	GRO-LOW FRAGRANT SUMAC	1 GAL
RISA	RIBES SANGUINEUM 'KING EDWARD VII'	KING EDWARD FLOWERING CURRANT	1 GAL
SPAN	SPIRAEA J. 'ANTHONY WATERER'	ANTHONY WATERER SPIREA	1 GAL
TADA	TAXUS x MEDIA 'DK GRN SPREADER'	DARK GREEN SPREADER YEW	1 GAL
	GROUND COVERS, PERENNIALS & GRASSES		
ARUV	ARCTO. UVA-URSI 'MASS.'	MASS. KINNIKINNICK	1 GAL
FEID	FESTUCA IDAHOENSIS 'ELIJAH BLUE'	ELIJAH BLUE IDAHO BLUE FESCUE	1 GAL
HESE	HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS	1 GAL
PELI	PENNISETUM A. 'LITTLE BUNNY'	LITTLE BUNNY FOUNTAIN GRASS	1 GAL
SAMI	SALVIA MICROPHYLLA 'HEATWAVE'	HEATWAVE RED MOUNTAIN SAGE	1 GAL

FIGURE 3.0-9
Car Wash Landscape Plan

Michael Baker INTERNATIONAL

LANDSCAPING AND LIGHTING

Figure 3.0-3 shows the entire site and the locations of proposed landscaping/snow storage, with additional detail in **Figure 3.0-4** (mini-storage) and **Figure 3.0-7** (car wash). In the mini-storage area, there would be approximately 13,563 square feet of landscaping/snow storage area, which would be provided along the southern part of the parcel and some along the north and east. There would be 7,157 square feet of landscaping/snow storage in the car wash area, which would be located between the paved area and the site boundary.

Figure 3.0-6 and **Figure 3.0-9** show proposed landscaping for the mini-storage and car wash areas, respectively. The proposed mini-storage will be required to comply with the following MSMC landscaping standards:

> 18.70.080 (I) A minimum of 10 feet in width of landscaping should be placed for screening from public rights-of-way and shall be planted with a combination of trees, shrubs and groundcovers. One street tree per 30 feet of street frontage shall be required on all projects.
>
> 18.70.080 (J) In addition to other required landscaping, a landscape buffer 30 feet in width shall be provided adjacent to the site property line where it adjoins residential zones. The landscape buffer shall include canopy trees of at least 30-foot intervals to provide noise, light, and visual screening. No other uses, such as, but not limited to, parking or storage, are permitted within the landscape buffer area, except for snow storage.
>
> 18.70.080 (K) If planters are used for trees, minimum planter size shall be 50 square feet, with a minimum dimension of six feet for one side.
>
> 18.70.080 (L) All landscaped areas shall be irrigated or shall be certified that they can be maintained and survive without artificial irrigation. If the plantings fail to survive, the property owner shall replace them. All landscaping will be maintained throughout the site. (Ord. CCO-05-01, 2005)

The mini-storage would include lighting to illuminate the drive aisles and for security. This would consist of light fixtures mounted on the ends of the building and along the walls, as shown in **Figure 3.0-5**. Lights would be approximately 8 to 10 feet above finish grade and shielded so that light would be directed downward.

Lighting would be installed on the exterior of the auto wash tunnel at the entrance and exit at approximately 10 feet off the ground (indicated by the symbol "D" on **Figure 3.0-8**). Lighting inside the vacuum station would be approximately 13 feet off the ground and mounted on divider walls under the canopy. All lights would be shielded so that light is directed downward.

No light poles would be installed or around either the mini-storage or car wash or the perimeter of the project site.

SITE PREPARATION

The project site would be graded to provide for building pads and paving. Site preparation would include removing vegetation and fill/debris that cannot be reused on-site, excavation for building foundations and utility trenches, and compacting soils to achieve the requirements identified in the geologic and soils investigation report for the project (GeoServe and SCE 2016). Site grading

along the perimeter of the residential parcel would be designed to direct snow melt away from the residence, and surface swales would direct runoff to the storm drain system.

UTILITIES

Water

Water for the project would be obtained from the City. The proposed project would include extending the City's main water line approximately 320 feet north towards the Spring Hill trailhead, beginning at the intersection of Ski Village and Road No. 2M16 (**Figure 3.0-10**). The extension would be underground and within the Road No. 2M16 alignment. The purpose of extending the line is to ensure adequate fire flow per City requirements for the mini-storage aspect of the project. It is not required to meet car wash water demand. The project applicant would be required to pave the segment of road affected by the water line extension.

Wastewater

Wastewater from the proposed project would be conveyed to the City's sewer system. As described above, the car wash would have a separate collection and treatment system prior to discharge to the City's facilities and would be required to operate in accordance with an industrial waste discharge permit issued by the City. Details of the car wash wastewater system are shown in **Figure 3.0-11**. The only other wastewater discharge to the City's sewer system would be from the mini-storage office restroom, and it would be conveyed in a separate sewer lateral.

Storm Drainage

The applicant has submitted a preliminary drainage study and site plan for the stormwater drainage system for the project. The proposed drainage plan, prepared by Mt. Shasta Engineering (Mt. Shasta Engineering 2018), is shown in **Figure 3.0-12**. This is a preliminary plan, which has been reviewed by the City, and is at a sufficient level of detail and appropriate at this stage of the project application process.

Site stormwater would be collected through underground storm drain pipe networks and detained (or retained) with underground infiltration chamber systems prior to conveyance towards the City's storm drain pipe on the west side of the site. The system would be designed to ensure that flows discharged to the City's system would remain at or below a calculated pre-development condition. Building roof drainage would be conveyed either at the surface or in downspouts and underground drain pipe to proposed storm drain pipe networks and detention systems. Stormwater from the car wash facility would be maintained separate from the wastewater collection system so that contaminants from car wash bays are not mixed with stormwater. All car wash bays would be covered, and final site grading would provide the delineation between stormwater runoff and car wash recycling system influent.

The drainage structures would consist of the following:

- 24-inch precast concrete catch basins and HDPE storm drain pipe networks connected to detention system inlets.
- Storm drain manhole/catch basin inlets with sumps and weir controls to channel first flush and low flows into isolation chambers for pre-treatment and high flows to main detention basins.

- Stormtech underground infiltration chamber detention systems configured with metered pipe outlets for final discharge.

In addition to the underground detention system, pre-treatment structures are proposed to contain and remove first flush contaminants and sediments from the detention basin. Pre-treatment is commonly recommended by design professionals to extend the service life and reduce maintenance requirements on downstream facilities due to sedimentation. Pre-treatment is also used to satisfy water quality requirements. Proposed pre-treatment structures for detention systems include catch basin/manhole inlets with properly designed sumps and weir controls to divert low flows and first flush stormwater into an "Isolator" row with high flow bypass into the detention system. The manhole inlet provides easy access for inspection and maintenance and removal of sediments from the isolator row as well as a sump for the heavier sediments and debris.

As alternatives to the above, an isolation chamber pretreatment device could be installed. An isolation chamber is a plastic chamber, similar to the infiltration chambers used for detention, that is completely wrapped in filter fabric to contain first flush contaminants and sediments. The isolation chamber also provides for detention storage volume and an accessible containment surface that can be easily cleaned with storm drain vacuum equipment through the access manhole. Alternatively, a stormwater interceptor or similar underground tank structure that provides for oil separation and sedimentation can be incorporated, in lieu of an isolator row, to provide stormwater pretreatment as a best management practice (BMPs).

Low-impact development (LID) features can provide pre-treatment to help achieve water quality objectives and additional storage volume to reduce structural requirements for stormwater detention systems. Although LID features are limited because of the amount of impervious surface that would be created, some features may be incorporated into final design such as curb cuts along the landscaped edges where feasible that drain into infiltration trenches that can be designed to retain stormwater. Also, vegetated swales may be used to provide pretreatment and detention of stormwater while reducing underground storage requirements. These types of LID design features incorporated into landscaped areas would reduce the corresponding size of underground detention systems.

Prior to issuance of a grading permit for the project, the City will review the applicant's final drainage plan to ensure it meets City standards for stormwater flow sizing and water quality treatment features and shows precise details of the plan.

Dry Utilities

Electricity for the project would be obtained from Pacific Power Corporation facilities along Road No. M216. A propane storage tank would be installed by the car wash equipment storage building.

This page intentionally left blank.

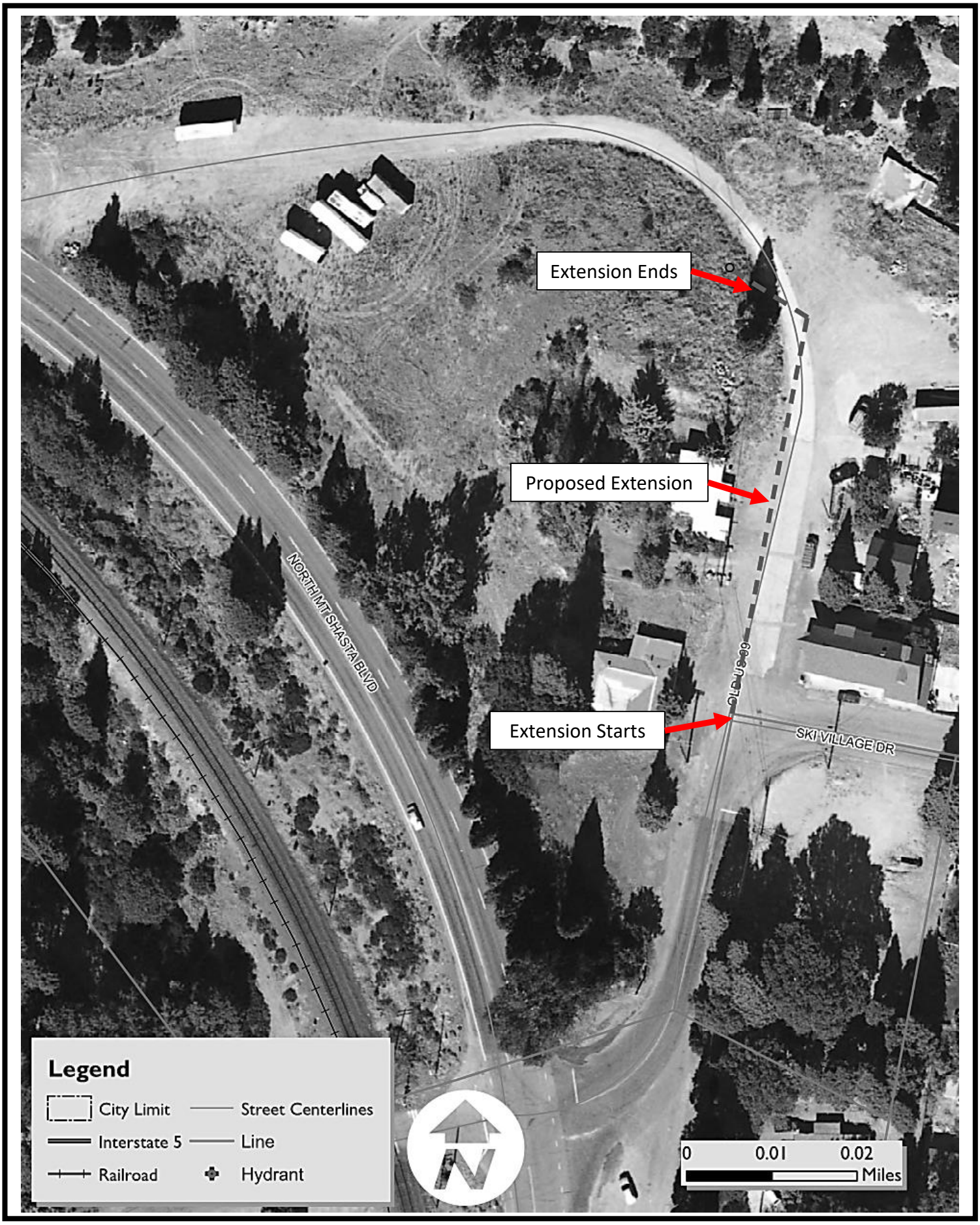
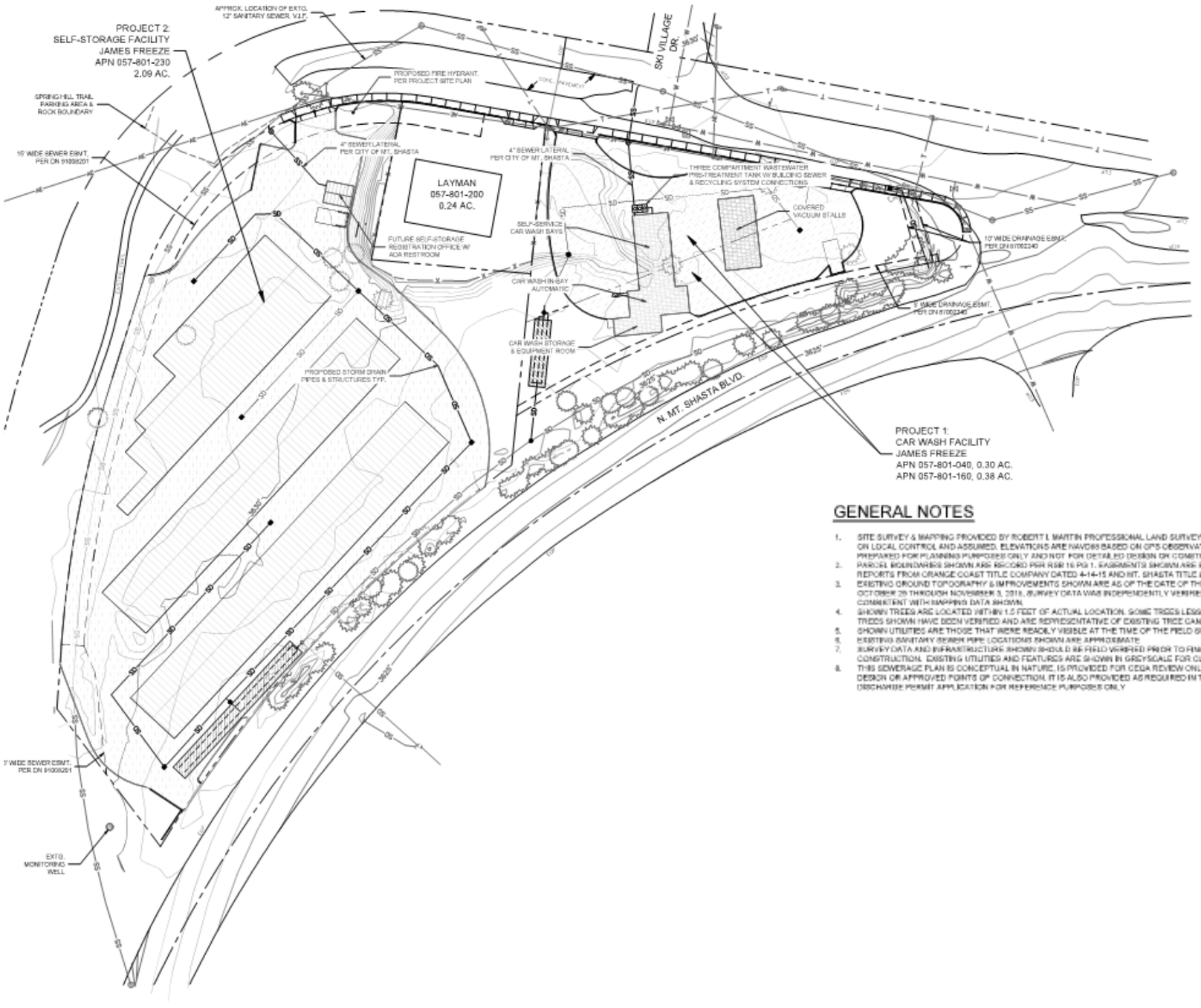


FIGURE 3.0-10
Water Line Extension

Michael Baker INTERNATIONAL



GENERAL NOTES

1. SITE SURVEY & MAPPING PROVIDED BY ROBERT L MARTIN PROFESSIONAL LAND SURVEYING. HORIZONTAL DATUM IS BASED ON LOCAL CONTROL AND ASSUMED. ELEVATIONS ARE NAVD88 BASED ON GPS OBSERVATIONS. THIS SITE SURVEY IS PREPARED FOR PLANNING PURPOSES ONLY AND NOT FOR DETAILED DESIGN OR CONSTRUCTION DRAWINGS.
2. PARCEL BOUNDARIES SHOWN ARE RECORD PER RSB 16 PG 1. EASEMENTS SHOWN ARE BASED ON PRELIMINARY TITLE REPORTS FROM ORANGE COAST TITLE COMPANY DATED 4-14-15 AND INT. SHASTA TITLE & ESCROW COMPANY DATED 12-4-15.
3. EXISTING GROUND TOPOGRAPHY & IMPROVEMENTS SHOWN ARE AS OF THE DATE OF THE PLANNING LEVEL FIELD SURVEY, OCTOBER 29 THROUGH NOVEMBER 3, 2015. SURVEY DATA WAS INDEPENDENTLY VERIFIED AND SUPPLEMENTED IN 2018 AND IS CONSISTENT WITH MAPPING DATA SHOWN.
4. SHOWN TREES ARE LOCATED WITHIN 1.5 FEET OF ACTUAL LOCATION. SOME TREES LESS THAN 6" DBH ARE NOT SHOWN. TREES SHOWN HAVE BEEN VERIFIED AND ARE REPRESENTATIVE OF EXISTING TREE CANOPY IN 2018.
5. SHOWN UTILITIES ARE THOSE THAT WERE READILY VISIBLE AT THE TIME OF THE FIELD SURVEY AND ARE NOT ALL INCLUSIVE
6. EXISTING SANITARY SEWER PIPE LOCATIONS SHOWN ARE APPROXIMATE
7. SURVEY DATA AND INFRASTRUCTURE SHOWN SHOULD BE FIELD VERIFIED PRIOR TO FINAL PROJECT DESIGN AND CONSTRUCTION. EXISTING UTILITIES AND FEATURES ARE SHOWN IN GREYSCALE FOR CLARITY
8. THIS SEWERAGE PLAN IS CONCEPTUAL IN NATURE, IS PROVIDED FOR CEQA REVIEW ONLY AND DOES NOT DEPICT DETAILED DESIGN OR APPROVED POINTS OF CONNECTION. IT IS ALSO PROVIDED AS REQUIRED IN THE INDUSTRIAL WASTEWATER DISCHARGE PERMIT APPLICATION FOR REFERENCE PURPOSES ONLY

LEGEND

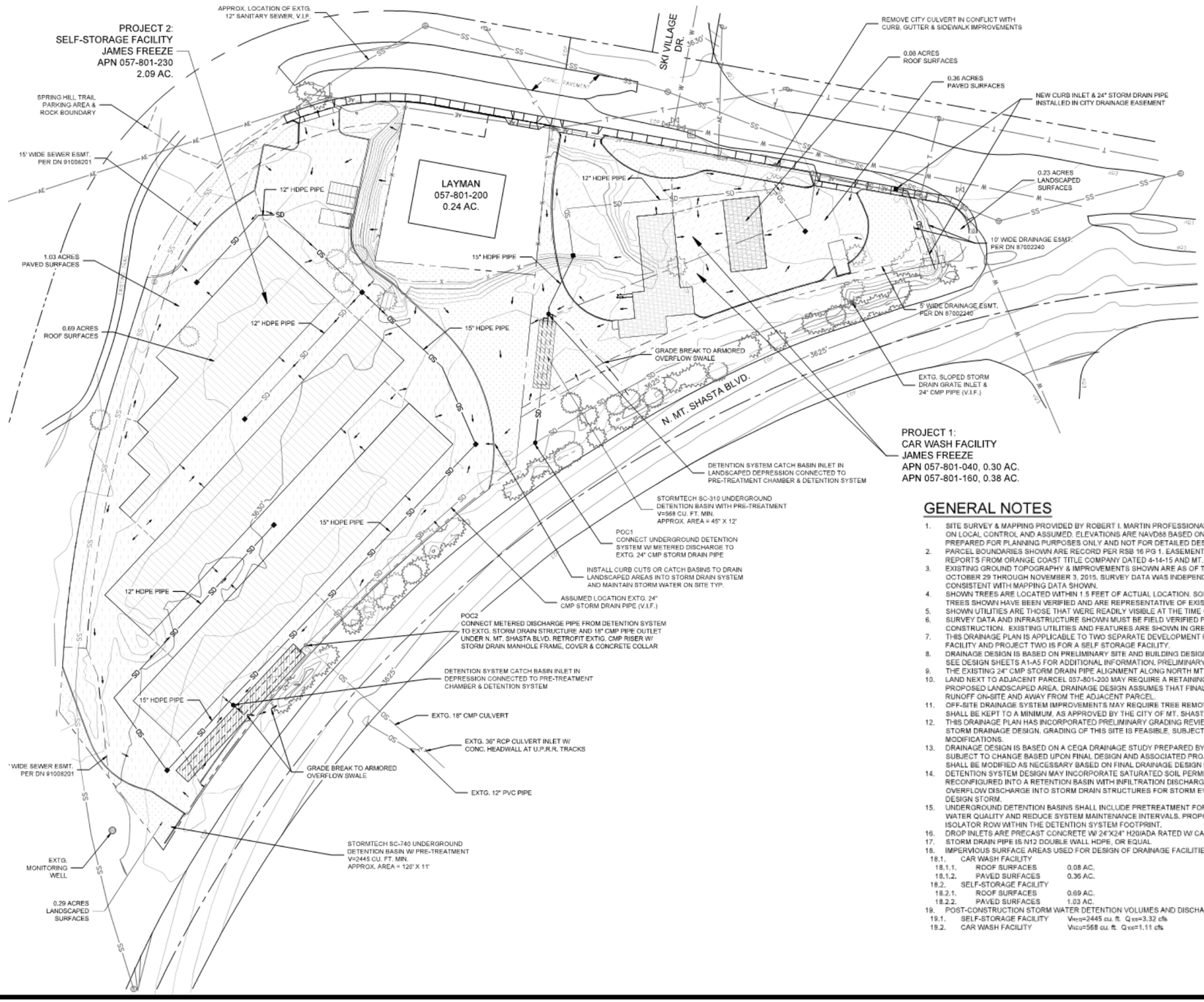
- PARCEL BOUNDARY
- RECORD EASEMENT
- EDGE OF ROAD/PAVEMENT
- WATER LINE — W
- EXTG. SANITARY SEWER — SS
- PROP. SANITARY SEWER — SS
- PROP. SEWER CLEANOUT
- OVERHEAD POWER — AE
- UNDERGROUND POWER — E
- TELECOM — T
- FENCE — X
- MAJOR CONTOUR
- MINOR CONTOUR
- GRADE BREAK
- SEWER MANHOLE
- UTILITY POLE
- STREET LIGHT
- UTILITY PULLBOX
- POWER VAULT
- PAVEMENTS
- ROOFTOPS
- LANDSCAPING

N

0' 30' 60'
1 inch = 30 feet
Contour Interval = 1 foot

FIGURE 3.0-11
Wastewater Collection System Plan

Michael Baker INTERNATIONAL



GENERAL NOTES

1. SITE SURVEY & MAPPING PROVIDED BY ROBERT I. MARTIN PROFESSIONAL LAND SURVEYING. HORIZONTAL DATUM IS BASED ON LOCAL CONTROL AND ASSUMED. ELEVATIONS ARE NAVD88 BASED ON GPS OBSERVATIONS. THIS SITE SURVEY IS PREPARED FOR PLANNING PURPOSES ONLY AND NOT FOR DETAILED DESIGN OR CONSTRUCTION DRAWINGS.
2. PARCEL BOUNDARIES SHOWN ARE RECORD PER RSB 16 PG 1. EASEMENTS SHOWN ARE BASED ON PRELIMINARY TITLE REPORTS FROM ORANGE COAST TITLE COMPANY DATED 4-14-15 AND MT. SHASTA TITLE & ESCROW COMPANY DATED 12-4-15.
3. EXISTING GROUND TOPOGRAPHY & IMPROVEMENTS SHOWN ARE AS OF THE DATE OF THE PLANNING LEVEL FIELD SURVEY, OCTOBER 29 THROUGH NOVEMBER 3, 2015. SURVEY DATA WAS INDEPENDENTLY VERIFIED AND SUPPLEMENTED IN 2018 AND IS CONSISTENT WITH MAPPING DATA SHOWN.
4. SHOWN TREES ARE LOCATED WITHIN 1.5 FEET OF ACTUAL LOCATION. SOME TREES LESS THAN 6" DBH ARE NOT SHOWN. TREES SHOWN HAVE BEEN VERIFIED AND ARE REPRESENTATIVE OF EXISTING TREE CANOPY IN 2018.
5. SHOWN UTILITIES ARE THOSE THAT WERE READILY VISIBLE AT THE TIME OF THE FIELD SURVEY AND ARE NOT ALL INCLUSIVE
6. SURVEY DATA AND INFRASTRUCTURE SHOWN MUST BE FIELD VERIFIED PRIOR TO FINAL PROJECT DESIGN AND CONSTRUCTION. EXISTING UTILITIES AND FEATURES ARE SHOWN IN GREYSCALE FOR CLARITY
7. THIS DRAINAGE PLAN IS APPLICABLE TO TWO SEPARATE DEVELOPMENT PROJECTS. PROJECT ONE IS FOR A CAR WASH FACILITY AND PROJECT TWO IS FOR A SELF STORAGE FACILITY.
8. DRAINAGE DESIGN IS BASED ON PRELIMINARY SITE AND BUILDING DESIGN PROVIDED BY NICK SINNOTT OF DESIGN SERVICES, SEE DESIGN SHEETS A1-A5 FOR ADDITIONAL INFORMATION. PRELIMINARY SITE AND BUILDING DESIGN IS SUBJECT TO CHANGE.
9. THE EXISTING 24" CMP STORM DRAIN PIPE ALIGNMENT ALONG NORTH MT. SHASTA BLVD. HAS NOT BEEN FIELD VERIFIED.
10. LAND NEXT TO ADJACENT PARCEL 057-801-200 MAY REQUIRE A RETAINING WALL TO MEET GRADING REQUIREMENTS IN PROPOSED LANDSCAPED AREA. DRAINAGE DESIGN ASSUMES THAT FINAL GRADING DESIGN WILL KEEP ALL STORM WATER RUNOFF ON-SITE AND AWAY FROM THE ADJACENT PARCEL.
11. OFF-SITE DRAINAGE SYSTEM IMPROVEMENTS MAY REQUIRE TREE REMOVAL WITHIN THE CITY RIGHT OF WAY. TREE REMOVAL SHALL BE KEPT TO A MINIMUM, AS APPROVED BY THE CITY OF MT. SHASTA.
12. THIS DRAINAGE PLAN HAS INCORPORATED PRELIMINARY GRADING REVIEW WITH ASSOCIATED DRAINAGE PATTERNS FOR STORM DRAINAGE DESIGN. GRADING OF THIS SITE IS FEASIBLE, SUBJECT TO FINAL DESIGN REQUIREMENTS AND SITE DESIGN MODIFICATIONS.
13. DRAINAGE DESIGN IS BASED ON A CEQA DRAINAGE STUDY PREPARED BY MT SHASTA ENGINEERING DATED 10-12-18 AND IS SUBJECT TO CHANGE BASED UPON FINAL DESIGN AND ASSOCIATED PROJECT REQUIREMENTS. DRAINAGE CALCULATIONS SHALL BE MODIFIED AS NECESSARY BASED ON FINAL DRAINAGE DESIGN REQUIREMENTS.
14. DETENTION SYSTEM DESIGN MAY INCORPORATE SATURATED SOIL PERMEABILITY RATES INTO FINAL DESIGN AND MAY BE RECONFIGURED INTO A RETENTION BASIN WITH INFILTRATION DISCHARGE INTO THE UNDERLYING SOILS AND CONTINGENCY OVERFLOW DISCHARGE INTO STORM DRAIN STRUCTURES FOR STORM EVENTS IN EXCESS OF THE 100 YEAR DETENTION DESIGN STORM.
15. UNDERGROUND DETENTION BASINS SHALL INCLUDE PRETREATMENT FOR FIRST FLUSH CONTAMINANTS TO IMPROVE STORM WATER QUALITY AND REDUCE SYSTEM MAINTENANCE INTERVALS. PROPOSED PRETREATMENT IS PROVIDED IN A STORMTECH ISOLATOR ROW WITHIN THE DETENTION SYSTEM FOOTPRINT.
16. DROP INLETS ARE PRECAST CONCRETE W/ 24"X24" H20/ADA RATED W/ CAST IRON GRATE
17. STORM DRAIN PIPE IS N12 DOUBLE WALL HDPE, OR EQUAL.
18. IMPERVIOUS SURFACE AREAS USED FOR DESIGN OF DRAINAGE FACILITIES:
    - 18.1. CAR WASH FACILITY
      - 18.1.1. ROOF SURFACES 0.08 AC.
      - 18.1.2. PAVED SURFACES 0.36 AC.
    - 18.2. SELF-STORAGE FACILITY
      - 18.2.1. ROOF SURFACES 0.69 AC.
      - 18.2.2. PAVED SURFACES 1.03 AC.
19. POST-CONSTRUCTION STORM WATER DETENTION VOLUMES AND DISCHARGE FLOWRATES ARE PROVIDED AS FOLLOWS:
    - 19.1. SELF-STORAGE FACILITY V_{REQ}=2445 cu. ft. Q_{100}=3.32 cfs
    - 19.2. CAR WASH FACILITY V_{REQ}=568 cu. ft. Q_{100}=1.11 cfs

LEGEND

- PARCEL BOUNDARY
- RECORD EASEMENT
- EDGE OF ROAD/PAVEMENT
- WATER LINE — W
- SANITARY SEWER — SS
- OVERHEAD POWER — AE
- UNDERGROUND POWER — E
- TELECOM — T
- FENCE — X
- MAJOR CONTOUR
- MINOR CONTOUR
- GRADE BREAK
- STORM DRAIN STRUCTURE
- STORM DRAIN PIPE — SD
- ASSUMED DRAINAGE PATTERN
- SEWER MANHOLE
- UTILITY POLE
- STREET LIGHT
- UTILITY PULLBOX
- POWER VAULT
- PAVEMENTS
- ROOFTOPS
- LANDSCAPING

N

0 30' 60

1 inch = 30 feet
Contour Interval = 1 foot

FIGURE 3.0-12
Storm Drainage Plan

Michael Baker INTERNATIONAL

3.4 REQUIRED PERMITS AND APPROVALS

CITY OF MOUNT SHASTA

The City of Mt. Shasta is the lead agency for this project. The following actions by the City will be required to implement the proposed project:

- Adoption of the Mitigated Negative Declaration
- Approval of Conditional Use Permit
- Architectural Design Review
- Site Plan Review
- Grading Permit
- Final Industrial Waste Discharge Permit for the car wash
- Building Permit

In addition, permits and/or approvals would be required from the following state agency:

CENTRAL VALLEY REGIONAL WATER QUALITY CONTROL BOARD (RWQCB)

The State Water Resources Control Board, Division of Water Quality requires that a Construction General Permit be obtained for projects that disturb more than 1 acre of soil. Typical conditions issued with such a permit include the submittal of and adherence to a stormwater pollution prevention plan (SWPPP), as well as prohibitions on the release of oils, grease, or other hazardous materials during construction. The project applicant and/or construction contractor will be required to file a Notice of Intent with the Central Valley Regional Water Quality Control Board, Redding Office.

3.5 GENERAL PLAN AND ZONING CONSISTENCY

CITY OF MT. SHASTA GENERAL PLAN

The current City of Mt. Shasta General Plan was adopted by the City Council on August 22, 2007. The General Plan is the fundamental document governing land use development in the incorporated areas of the city. It includes numerous goals and policies pertaining to land use, circulation, housing, conservation, open space, parks and recreation, noise, public health and safety, and public facilities. The proposed project will be required to abide by all applicable goals and policies included in the adopted General Plan.

The General Plan designation for the subject property is Commercial Center (CC). CC lands are those identified for development with businesses that generally require customer traffic in order for the business to be successful. CC land uses are not limited in terms of scope of business, class of customers, or the basis of products offered.

ZONING

Zoning is General Commercial (C-2). The purpose of the C-2 zoning district is to serve as the commercial land use district for areas outside of the downtown commercial area of the City. The C-2 zone achieves multiple land use goals for the business community. The C-2 zoning district allows the following uses subject to issuance of a use permit by the Planning Commission:

> Retail business establishments where some activities are conducted outside of the building.
>
> 1. Large scale commercial uses consistent with MSMC Chapter 18.70.
> 2. Veterinary offices with overnight boarding and hospitalization.
> 3. Places of assembly or learning:
>   a. Church or other place of worship or spiritual assembly.
>   b. Community centers or meeting places.
>   c. Schools, public or private.
>
> Mini-storage facilities and car washes are not specifically listed in any zoning district as an allowable use or a use allowed with issuance of a use permit. However, MSMC Section 18.20.150 (Similar Uses Determination) states:
>
> (A) The Director may determine that a proposed use not listed in this code is allowable for the purpose of accepting a land use permit application for processing, and the review authority may approve an application for an unlisted use, if all of the following findings are made:
>
> (1) The characteristics of, and activities associated with, the proposed use are similar to those of one or more of the uses listed in the zoning district as allowable, and will not involve a higher level of activity or population density than the uses listed in the district;
>
> (2) The proposed use will meet the purpose and intent of the zoning district that is applied to the site; and
>
> (3) The proposed use will be consistent with the goals, objectives and policies of the General Plan and any specific plan.
>
> (B) When the City determines that a proposed, but unlisted, use is similar to a listed use, the proposed use will be treated in the same manner as the listed use in determining where it is allowed, what permits are required and what other standards and requirements of this Land Development Code apply.
>
> (C) Commission Determination. The Director may forward questions about similar uses directly to the Commission for a determination at a public meeting. (Ord. CCO-09-02, 2009).

Each of these planning-related issues will be addressed by City staff in the Staff Report for the proposed project, which will be brought before the Planning Commission for use in its consideration of the project.

4.0
ENVIRONMENTAL CHECKLIST

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

OVERVIEW

Existing Conditions

Regional Context

The City of Mt. Shasta is located in an area where the regional landscape includes numerous features of significant aesthetic value, including the glacial-carved features of Mount Shasta, Castle Crags, Mount Eddy and the Eddy range. The mountain slopes are densely forested. The slopes gradually, and in some cases abruptly, make a transition to the meadow areas of the Strawberry Valley floor. The pastoral setting of Strawberry Valley and other areas, even though largely intermixed with low-density residential and other development, provides a visually pleasing environment. In the City itself, the urban landscape in most cases has replaced the natural environment with a built environment dominated by buildings of varying architectural design, roadways and parking lots, and landscaping consisting of a variety of evergreen and deciduous trees and non-indigenous species (Mt. Shasta 2007).

Project Site

Visual Characteristics

The project site is in the north-central part of the city. The site is undeveloped and flat, with a gentle slope from north to south. Vegetation of the site consists primarily of non-native grassland with scattered trees and shrubs in the eastern part, with clusters of trees around portions of the existing residence situated between the project site parcels, and several mature trees (cedar, pine, fir, and oak) along the site's western boundary along N. Mt. Shasta Boulevard. The trees along the

west side of the site begin at the southern tip of the project site at Ski Village Drive and extend north approximately 580 feet. Just to the northwest of the site, on the east side of N. Mt. Shasta Boulevard, there is a dense stand of mature trees. Between the gap in the trees, there are large rocks on the site, which appear to have been placed to prohibit access into the site. There are no natural water features on the site. There is an overhead power line that runs along the west side of Ski Village Drive and Road No. 2M16.

The visual characteristics of the project site have been shaped by past disturbance at site, some of which was the result of tree removal, placement of rocks, and a second residence and other structures that are no longer on the site. Except for the residential structure on the separately owned parcel and the overhead power line, the grasses and trees give the site an overall natural appearance. However, the site, when viewed at ground level or from higher elevations such as Spring Hill, is not visually remarkable or distinctive. It is similar in appearance to vacant areas adjoining or close to existing residential and commercial development to the east and south, which is a mix of building types with intervening undeveloped/open areas comprising a mix of native vegetation and some landscaping, and roadways. While the project site itself is not within a Scenic View Shed Area, Spring Hill immediately to the north is in a Scenic View Shed Area as depicted in Figure 5-6 in the General Plan. The project site is not in Rainbow Ridge or within its viewshed, an area the City has specifically identified in the General Plan for scenic protection.

Viewer Groups and Views

Sensitive viewer groups in the immediate vicinity of the site are the existing residence on the parcel between the project parcels, residences on the east side of Ski Village Drive (including a two-story residential building on the northeast corner of Ski Village Drive and Road No. 2M16), and recreationists on the Spring Hill trail and its summit.

The project site is visible from the existing residence on the parcel between the applicant's parcels and residences across Ski Village Drive to the east. The site is also readily visible from Spring Hill and portions of its trail to the north, and from trailhead parking, immediately adjacent to the site. From Spring Hill and the trail as it descends to the southwest towards the site, foreground views of the site to the south and west include residential and commercial development, including Crystal Geyser Water Company, which occupies a large part of the immediate viewshed. Middle-ground views include Interstate 5, Mt. Shasta City Park, and development interspersed with open areas in Strawberry Valley to the west. Long-distance views include the Eddy Range. While urban development in the foreground and middle-ground views from Spring Hill and its trail tend to detract somewhat from the larger viewshed to the west, the long-distance views of Strawberry Valley and the mountains are scenic and are valued by the community as well as visitors to the area.

Trees along N. Mt. Shasta Boulevard beginning at its intersection with N. Mt. Shasta Boulevard generally obscure views of the site from while traveling north on N. Mt. Shasta Boulevard. However, in the gap between the trees where the rocks have been placed, the site, along with low hills and mature trees in the background, are readily visible to motorists traveling southbound on N. Mt. Shasta Boulevard. The site is visible for a few seconds. The site is not visible from Interstate 5, which is approximately one-third mile to the west, Mt. Shasta City Park, less than 500 feet west, or the UPRR tracks next to N. Mt. Shasta Boulevard because of intervening topography and dense tree coverage.

Spring Hill, which is at an elevation of 4,290 feet (approximately 600 feet higher than the project site), is immediately north of the site. The lower elevations of Spring Hill are partially visible from the intersection of N. Mt. Shasta Boulevard and Ski Village Drive (southern boundary of site); structures

in the foreground diminish views to some extent. There are direct views of Spring Hill from Ski Village Drive/Road No. 2M16. However, Spring Hill is not visible across the site from the northbound lane of N. Mt. Shasta Boulevard because of a line of mature trees bordering the site's western boundary along N. Mt. Shasta Boulevard. Views of Mt. Shasta City Park and the mountains in the background from Ski Village Drive are partially to fully obscured by trees in the foreground, depending on the viewer's location.

There are no existing sources of light or glare on the three parcels comprising the project site. With the exception of the residential parcel and exterior and interior light emanating from nearby development to the east and south, there are no other sources of nighttime lighting (e.g., light poles).

DISCUSSION OF IMPACTS

a) *Less than Significant Impact.* The project site is not within a Scenic View Shed Area as depicted in Figure 5-6 in the General Plan, nor is it in Rainbow Ridge or within its viewshed, an area the City has specifically identified in the General Plan for scenic protection. However, Spring Hill, which is in a Scenic View Shed Area, is immediately north of the site. The project site is flat and at a similar elevation as nearby development and is not on a ridge. While there are scenic vista views to the west, particularly from higher-elevation areas to the east on Ski Village Drive and from Spring Hill, the site itself does not contribute substantially to the scenic quality of the broader natural landscape because it has been partially disturbed and is within an area that is already largely developed.

   The project would introduce new structures on the site, which would add a vertical element to the immediate viewshed. The project proposes a maximum building height of approximately 14 feet for the mini-storage and slightly over 24 feet for the car wash. When viewed from the lower elevations of Spring Hill Trail where it descends towards the site and the trailhead parking lot, the maximum height of structures on the would occur in the farthest (southern) part of the site at the car wash and would be against a backdrop of existing, mature trees. The proposed project's height would not obstruct views of Strawberry Valley or the Eddy range or important visual features relative to viewers on Ski Village Drive because existing trees along N. Mt. Shasta Boulevard would be taller than the project's structures in the foreground. Direct views of Spring Hill from Interstate 5, N. Mt. Shasta Boulevard, and Ski Village Drive would not be affected by the proposed project. Under General Plan Implementation Measures OC-7.1(a) and OC-7.1(b), new development should be located out of scenic vistas and off of prominent slope exposures and ridge lines. The proposed project would not be in conflict with these measures because it would not be within a scenic vista are or on a slope or ridge line, nor would it intrude into the view plane of important scenic features. For these reasons, the proposed project would not have a substantial adverse effect on a scenic vista. The impact would be less than significant.

b) *No Impact*. Interstate 5 is located approximately one-third mile southwest of the project site. Although the segment of Interstate 5 that passes through Mt. Shasta has been designated a Volcanic Legacy Scenic Byway All American Road by the Federal Highway Administration, it is not designated as a scenic highway under the Caltrans Scenic Highway Program. The project site is not visible from Interstate 5, nor would it place structures that would impede public views of Interstate 5. Therefore, the project would have no direct or indirect impact on scenic highways or resources that contribute to the Interstate 5 Scenic Byway designation. There would be no impact.

c) *Less Than Significant Impact With Mitigation Incorporated.* The proposed project would result in the conversion of the undeveloped site to a site with nonresidential structures, pavement, and landscaping. This would change the visual character of the site and would introduce new features between N. Mt. Shasta Boulevard and Ski Village Drive/Road No. 2M16. The changes in visual quality that could occur with development were anticipated by the City when it adopted the General Plan land use designation of Community Commercial (CC) and the associated General Commercial (C-2) zoning for the project site. The proposed project would be required to comply with Design Review Requirements that apply to all zoning districts, including building orientation, roof design, exterior color and materials, snow storage areas, lighting, and landscaping. Consistency with Design Review Requirements will occur in conjunction with the City's consideration of the conditional use permit and the analysis presented in this document. The following provides an analysis of the site-specific considerations related to changes in visual quality and views.

The project would be visible to sensitive viewer groups such as nearby residents and Spring Hill trail users. The new features would also be visible momentarily to motorists traveling southbound or northbound on N. Mt. Shasta Boulevard as they drive past the northern part of the site.

The applicant has proposed several design features intended to minimize potential visual impacts of the mini-storage and car wash. A fence along the mini-storage frontage on Road No. 2M16 and on the northwest sides of the mini-storage would be 7 feet high and would consist of 24-inch-square stone veneer columns with green metal, curved-top metal slats between the columns. The fence would help screen the mini-storage buildings and their roll-up doors from public view. The gates would have a similar design. The gable ends on the mini-storage buildings, which would face northwest and would be visible to Spring Hill recreationists and motorists on N. Mt. Shasta Boulevard, would have a stone veneer ledger and stucco-embossed horizontal siding to create a mountain-themed appearance. However, the proposed 6-foot-high wire fabric fence (indicated by the symbol "A" on **Figure 3.0-3** and **Figure 3.0-4**) would appear dissimilar to the decorative fence to the northwest of the east and may be perceived as less visually appealing and could diminish the viewer experience. Under mitigation measure **MM AES-1**, metal fencing with columns identical to that proposed for the mini-storage would be used instead of wire fabric with colored slats to provide a more visually cohesive design than currently proposed.

The mini-storage buildings' roofing would be made of nonreflective metal material and painted forest green to help it blend in with the surrounding vegetation. The roof color would also help to visually reduce both the mass and contrast of the buildings within the surrounding viewshed, particularly when viewed from higher elevations, such as Spring Hill and from the two-story residential building to the east. It would also minimize reflection and glare.

The City has determined that the project's design for the mini-storage must comply with the following Mt. Shasta Municipal Code Section (MSMC) 18.70.080 requirements because it comprises more than 20,000 square feet on a single parcel. The project's consistency with each requirement and/or the applicability of a specific regulation is evaluated below.

> 18.70.080 (D) Facades of buildings shall be visually broken up with mature landscaping, recesses, portolas, courtyards or other design features which add texture and humanize the scale of the structure(s). [Consistency analysis: The upper few feet of the mini-

storage buildings would be visible at ground level, as shown in **Figure 3.0-3**. However, views of the mini-storage buildings would generally be obscured by a security fence with natural vegetation and/or new landscaping along the perimeter, outside the fence. With mitigation measure **MM AES-1**, decorative fencing instead of wire fabric with colored slats would be used on the north side, connecting the planned decorative fencing on the east and the north, which would be more visually cohesive.]

18.70.080 (E) Mechanical equipment shall be screened to mitigate noise and views from all sides. If roof-mounted, the screen shall be designed to conform architecturally to the design of the building either with varying roof planes or with parapet walls. A wood fence or similar treatment is not acceptable. [Consistency analysis: The mini-storage buildings would not include mechanical equipment. The mini-storage office building would include a conventional ground-mounted heating/air-conditioning unit that would not be visible to the public.]

18.70.080 (F) A human scale shall be achieved near ground level on larger buildings and along street facades and entryways through the use of elements such as portolas, windows, doors, columns and beams. Portolas should provide a transition between the outside street and the building interior. [Consistency analysis: The mini-storage buildings would not have street entrances and would be shielded from view by fencing.]

18.70.080 (G) The site shall have at least five percent landscaping in addition to any required buffer zones discussed in subsection (J) of the MSMC. Landscaping shall be dispersed throughout the parking lot as well as other required locations. [Consistency analysis: As shown in **Figure 3.0-6**, the mini-storage would include landscaping around the perimeter. Landscaping would comprise approximately 16 percent of the area (**Table 3.0-1**, Mini-Storage Characteristics). The mini-storage would not include a parking lot. Landscaping and the security fence would screen public views of the five parking stalls by the office.]

18.70.080 (H) In parking lots, such landscaping should consist of the proper mixture of trees and shrubs so that all of the landscaped areas will be covered in five years by a ground cover or by shrubs and shaded by the trees. {Consistency analysis: The mini-storage would not include a parking lot, as noted above.]

18.70.080 (I) A minimum of 10 feet in width of landscaping should be placed for screening from public rights-of-way and shall be planted with a combination of trees, shrubs and groundcovers. One street tree per 30 feet of street frontage shall be required on all projects. [Consistency analysis: As shown in **Figure 3.0-6**, there are existing trees along N. Mt. Shasta Boulevard and new landscaping would be placed along the north side of the mini-storage and along Ski Village Drive/Road No. 2M16. In accordance with General Plan Policy OC-7.3, the proposed project would retain the trees along N. Mt. Shasta Boulevard as well as trees within the property along the roadway. In combination with the security fence, this would provide screening from public rights-of-way. As required under mitigation measure **MM AES-2**, the species and locations of new plantings shall be shown on an updated landscape plan (i.e., revisions to plan shown in **Figure 3.0-6**, Mini-Storage Landscape Plan].

18.70.080 (J) In addition to other required landscaping, a landscape buffer 30 feet in width shall be provided adjacent to the site property line where it adjoins residential zones. The landscape buffer shall include canopy trees of at least 30-foot intervals to provide noise, light, and visual screening. No other uses, such as, but not limited to,

parking or storage, are permitted within the landscape buffer area, except for snow storage. [Consistency analysis: As shown in **Figure 3.0-6**, landscaping would be placed along the property boundary where it adjoins the single-family residential parcel. The mini-storage site does not adjoin any other residential zone. As required under mitigation measure MM **AES-1**, the species and locations of new plantings shall be shown on an updated landscape plan (i.e., revisions to plan shown in **Figure 3.0-6**, Mini-Storage Landscape Plan.]

18.70.080 (K) If planters are used for trees, minimum planter size shall be 50 square feet, with a minimum dimension of six feet for one side. [Consistency analysis: Planters would not be used for trees proposed as part of new landscaping.]

18.70.080 (L) All landscaped areas shall be irrigated or shall be certified that they can be maintained and survive without artificial irrigation. If the plantings fail to survive, the property owner shall replace them. All landscaping will be maintained throughout the site. (Ord. CCO-05-01, 2005). [Consistency analysis: Mitigation measure **MM AES-2** is required to ensure compliance with this regulation.]

Views of the car wash component of the project and the change in visual quality of the site compared to its surroundings would vary depending on location. The changes in visual attributes of the site from public viewpoints are described below.

The car wash component would contribute to the change in visual quality and views of the overall project site when observed from higher elevations along the Spring Hill trail, but they would not dominate the view because the car wash would be farther away in the project site, the footprint is smaller than the mini-storage, and the car wash building and vacuum canopy would be small structures.

The highest point of the car wash building, which would have a stone veneer façade, would be in the middle, as shown in **Figure 3.0-8**, and would be just over 24 feet. The four vacuum stations would be in the center of the parcel under a canopy supported on pillars. The canopy would be slightly less than 17 feet tall at its highest point. The vacuum bays would be open on all sides. These features generally would not be readily visible from N. Mt. Shasta Boulevard because they would be set back farther from the roadway than the mini-storage and there are existing trees that would provide a visual buffer.

However, the public would have direct views of the car wash building and vacuum station from the intersection of N. Mt. Shasta Boulevard/Ski Village Drive and Ski Village Drive, as illustrated in **Figure 3.0-3**, because, as proposed, the project would not include any screening. Some members of the public may subjectively perceive views of the car wash as negative or adverse. The City has determined the car wash would not be subject to the MSMC regulations identified for the mini-storage because it is a separate parcel and is smaller than 20,000 square feet. Therefore, to reduce the visual impact of the car wash, mitigation measure **MM AES-2** requires the applicant to modify the landscape plan to identify the specific tree and shrub plantings that would be installed along Ski Village Drive on the east and south and trees to be planted along N. Mt. Shasta Boulevard. The fencing and additional landscaping would help screen public views of the car wash and would provide a more visually consistent and continuous approach to screening street-level views of the entire project site. Under mitigation measure **MM AES-3**, the applicant would be required to install decorative fencing between the two driveways fronting Ski Village Drive and along the north side of the landscape/snow storage area at the southern end of the parcel. The decorative fencing would be identical to that proposed for the mini-

storage. The combination of landscaping and fencing would provide additional screening of the car wash. This would reduce impacts to less than significant.

d) *Less Than Significant Impact With Mitigation Incorporated.* The proposed project would result in new features and activities that would introduce a new source of nighttime lighting on the project site and could be a source of glare. Sources of nighttime lighting would be limited to wall-mounted fixtures. No light poles would be installed or around either the mini-storage or car wash or the perimeter of the project site.

The mini-storage would include lighting to illuminate the drive aisles and for security. This would consist of light fixtures mounted on the ends of the building and along the walls, as shown in **Figure 3.0-5**. Lights would be approximately 8 to 10 feet above finish grade and shielded so that light would be directed downward. The height of the exterior lighting, landscape trees, and perimeter fencing would provide some screening of light that could emanate from the mini-storage. However, to ensure that light would not spillover onto adjoining or nearby properties, a lighting report and plan must be submitted to the City demonstrating compliance with MSMC Section 18.70.120 (Outdoor Lighting), as required under mitigation measure **MM AES-4**.

Daytime glare from the mini-storage would be minimized through design. The mini-storage buildings roofing would be made of non-reflective metal material and painted forest green to minimize daytime glare. There would be no reflective surfaces such as windows on the mini-storage buildings, with the exception of a small window on the office building. The light color walls of the mini-storage would be screened by fencing, which would reduce daytime glare potential.

Lighting would be installed on the exterior of the auto wash tunnel at the entrance and exit at approximately 10 feet off the ground (indicated by the symbol "D" on **Figure 3.0-7**). Lighting inside the vacuum station would be approximately 13 feet off the ground and mounted on divider walls under the canopy. All lights would be shielded so that light is directed downward. The north-south orientation of the car wash and vacuum canopy, in combination with shielded lighting, would result in building lighting that would not be visually intrusive at off-site residential uses to the east. The car wash would not include reflective surfaces such as windows. Because the car wash in combination with the mini-storage would collectively increase nighttime lighting on the site, mitigation measure **MM AES-4** also requires a lighting report and plan for the car wash, and for the project site as a whole.

For both project components, nighttime glare caused by vehicle headlights would also be minimal because the number of trips generated by the project is small (see subsection 4.17, Transportation), there would not be a continuous, heavy traffic volumes over short periods of time, and there would be no traffic between 10:00 p.m. and 7:00 a.m.

With implementation of mitigation measure **MM AES-4**, light and glare impacts would be reduced to less than significant.

Mitigation Measures

MM AES-1 Metal fencing with stone veneer columns instead of wire fabric with colored slats shall be installed along the northeast side of the mini-storage, connecting the decorative fencing planned along the northwest and east sides, to provide

a continuous single-style design. The location and type of fencing shall be shown on the final site plan.

MM AES-2 The applicant shall submit revised landscaping plans for the mini-storage and car wash identifying trees to remain, trees to be removed, and the locations and species of new trees and shrubs to be planted. The updated landscape plans shall be submitted to the City at the time of grading permit application. The grading and/or site utilities plan shall indicate the location of landscape irrigation systems. All landscaped areas shall be irrigated or shall be certified that they can be maintained and survive without artificial irrigation. If the plantings fail to survive, the property owner shall replace them. All landscaping shall be maintained throughout the site for the life of the project.

MM AES-3 Metal fencing with stone veneer columns identical to that planned for the mini-storage shall be installed along the car wash frontage on Ski Village Drive between the two car wash driveways and along the southern and western boundary, where it will connect to the mini-storage security fence. The trash enclosure shall be placed inside the fencing. The location and type of fencing shall be shown on the final site plan.

MM AES-4 As part of the building permit application, the applicant shall submit a lighting report and plan for the entire site (mini-storage and car wash) to the City for approval. The plan shall include the following to demonstrate how indirect overflow of light onto adjacent properties (spillover) light will be minimized:

- A brief written narrative, with accompanying plan or sketch, which demonstrates the objectives of the lighting.
- Photometric data, Color Rendering Index (CRI) of all lamps (bulbs), and other descriptive information on the fixtures, and, if applicable or required, designation as Illuminating Engineering Society of North America (IESNA) "cut-off" fixtures.
- Computer generated photometric grid showing footcandle readings every 10 feet within the property or site, and 10 feet beyond the property lines at a scale specified by the Planning Department. Iso-footcandle contour line style plans are also acceptable.
- Relative landscaping information that indicates mature tree size, shrubbery and other vegetation in order to evaluate the long-term and seasonal effectiveness of lighting or screening of lighting.

Timing/Implementation: *In conjunction with building permit/site plan approval*

Enforcement/Monitoring: *City of Mt. Shasta Planning Department*

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.2 AGRICULTURE AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997), prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526 and by Government Code Section 51104(f)), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forestland or conversion of forestland to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use?	☐	☐	☐	☒

OVERVIEW

The California Department of Conservation (DOC) manages the Farmland Mapping and Monitoring Program (FMMP), which identifies and maps significant farmland. Farmland is classified using a system of five categories: Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and Grazing Land. The classification of farmland as Prime Farmland, Unique Farmland, and Farmland of Statewide Importance is based on the suitability of soils for agricultural production. The project site soils are generally Deetz Gravelly Loamy Sand with 0–5 percent slopes, and the site is designated as Urban and Built-Up Land in the FMMP (DOC 2014).

The Williamson Act (officially, the California Land Conservation Act of 1965) is a California law that provides relief of property tax to owners of farmland and open-space land in exchange for a 10-year agreement that the land will not be developed or otherwise converted to another use. Williamson Act properties are designated as open space lands in the Mt. Shasta General Plan.

DISCUSSION OF IMPACTS

a) *No Impact*. The proposed project soils are generally Deetz Gravelly Loamy Sand with 0–5 percent slopes, which is not considered viable or suitable for agricultural production. As such, the project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance and there would be no impact.

b) *No Impact*. The project site is not identified as an agricultural preserve in the General Plan and is not subject to a Williamson Act contract, nor are any surrounding properties. The project site is vacant and zoned C-2 (General Commercial) in the Mt. Shasta Land Development Code, which is intended to serve as the commercial land use district for areas outside of the city's downtown commercial area. This zoning district was not intended for agricultural uses. The proposed project would not conflict with existing zoning or convert the property from an agricultural use; therefore, there would be no impact.

c) *No Impact*. The proposed project is consistent with the existing zoning, and no rezone of the property is required. The project site is vacant, contains no forest or timber resources, and is not zoned for forestland protection or timber production. There would be no impact.

d) *No Impact*. The project site contains no forest or timber resources. There would be no impact.

e) *No Impact*. The proposed project is a commercial mini-storage and car wash operation that would not necessitate or result in the conversion of on- or off-site farmland. The entirety of the proposed project would occur on the existing 2.09- and 0.68-acre parcels zoned for commercial uses; therefore, no impacts would occur.

Mitigation Measures

None required.

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

OVERVIEW

The City of Mt. Shasta and the project site are located in a region identified as the Northeast Plateau Air Basin (NPAB), which principally includes Siskiyou, Modoc, and Lassen counties. This large air basin is divided into local air districts, which are charged with the responsibility of implementing air quality programs. The local air quality agency affecting Mt. Shasta is the Siskiyou County Air Pollution Control District (SCAPCD). In the local air district, the primary sources of air pollution are wood-burning stoves, wildfires, farming operations, unpaved road dust, managed burning and disposal, and motor vehicles. The project site is currently vacant and does not have a land use in place that produces emissions or emits air quality–impacting emissions.

As noted above, the SCAPCD is the local air quality agency with jurisdiction over the project site. The SCAPCD adopts and enforces controls on stationary sources of air pollutants through its permit and inspection programs and regulates agricultural and nonagricultural burning. Other district responsibilities include monitoring air quality, preparing air quality plans, and responding to citizen air quality complaints.

Ambient Air Quality Standards

Air quality standards are set at both the federal and state levels of government. The federal Clean Air Act requires the US Environmental Protection Agency (EPA) to establish ambient air quality standards for six criteria air pollutants: ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, lead, and suspended particulate matter. The California Clean Air Act also sets ambient air quality standards. The state standards are more stringent than the federal standards, and they include other pollutants as well as those regulated by the federal standards. When the concentrations of pollutants are below the maximum allowed standards in an area, that area is considered to be in attainment of the standards. The City of Mt. Shasta has been designated as an attainment area for all of the six criteria air pollutants, as the air quality meets all state and federal standards.

Thresholds for Determining Significance of Criteria Air Pollutant Emissions Impacts

Neither the City nor the SCAPCD has adopted specific thresholds for construction-related air quality emissions. However, the City in its discretion has determined that SCAPCD Regulation VI (New Source Citing), which includes numerical thresholds for new or modified stationary sources, are appropriate to use as significance thresholds for construction and operational emissions.

DISCUSSION OF IMPACTS

a) *No Impact*. The project site lies within the boundaries of the NPAB. While the other counties in the air basin are identified as currently being in nonattainment for exceeding state criteria pollutant levels for particulate matter, Siskiyou County and the City of Mt. Shasta are identified as being in attainment or unclassified for all federal and state air quality standards (CARB 2017). As such, there is not an air quality plan that is applicable to the proposed project. There would be no impact.

b) *Less Than Significant Impact*. Implementation of the proposed project would generate air emissions during project construction and operation. The projected criteria pollutant emissions were estimated using the California Emissions Estimator Model (CalEEMod) Version 2016.3.2, which is the most current model. The site-specific inputs and model assumptions and results are included in **Appendix B**.

Implementation of the proposed project would result in short-term criteria air pollutant emissions from construction and site preparation activities. ROG and NOx emissions would be the result of employee vehicle trips, delivery of materials, and construction equipment exhaust. PM10 would be generated during site preparation, excavation, road paving, and from exhaust associated with construction equipment.

The project's estimated construction emissions compared to SCAPCD standards are shown in **Table 4.3-1**. As indicated by the data, the proposed project's construction emissions would not exceed the standards. Construction impacts would be less than significant.

TABLE 4.3-1
SHORT-TERM CONSTRUCTION EMISSIONS

Construction Year	Unmitigated Emissions (pounds per day)				
	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$
2020	3.01	32.08	19.79	7.67	4.31
2021	14.08	18.79	18.89	1.59	1.01
SCAPCD Significance Thresholds	250	250	2,500	250	250
Exceeds Threshold?	No	No	No	No	No

*Source: CalEEMod, version 2016.3.2. See **Appendix B** for emission model outputs for winter and summer. Winter results reported in table because they are higher (i.e., more conservative) than summer values.*

While the proposed project's unmitigated construction emissions would not exceed thresholds and would therefore be less than significant, the City will require the applicant to implement mitigation measure **MM AIR-1** to ensure that nuisance dust and exhaust emissions are minimized during construction.

Operational air quality impacts would include emissions from project-generated vehicle traffic and project operations, including the use of landscape maintenance equipment. The predicted maximum daily emissions associated with project operations compared to SCAPCD thresholds are summarized in **Table 4.3-2**.

TABLE 4.3-2
LONG-TERM OPERATIONAL EMISSIONS

Threshold	Emissions (pounds per day)				
	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$
Summer Emissions	1.40	3.59	3.99	0.76	0.21
Winter Emissions	1.39	3.75	4.75	0.76	0.21
SCAPCD Significance Thresholds	250	350	2,500	250	250
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**

*Source: CalEEMod, version 2016.3.2. See **Appendix B** for emission model outputs.*

As shown in **Table 4.3-2**, operational daily emissions associated with the project would not exceed SCAPCD significance thresholds. In addition, with implementation of mitigation measure **MM TRA-2**, the segment of Road No. 2M16 between Ski Village Drive and the Spring Hill trailhead parking lot would be paved, which would substantially reduce dust emissions from vehicle travel, as compared to existing conditions. Therefore, the project's operational impacts would be less than significant.

Because Siskiyou County is in attainment for all monitored air quality standards and the proposed project would not exceed thresholds, no cumulatively considerable net increase of criteria pollutants would result from the project. Impacts would be less than significant.

c) *Less Than Significant Impact*. Sensitive land uses are defined as facilities or land uses that include members of the population who are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. The California Air Resources Board (CARB) has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

The nearest residential uses are located adjacent to the site and on the east side of Road No. 2M16 and Ski Village Drive. Sources of construction-related air toxics potentially affecting these sensitive receptors include off-road diesel-powered equipment. Site preparation and construction would result in the generation of diesel particulate matter (diesel PM) emissions from the use of off-road diesel equipment required for grading, paving, and other construction activities. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to toxic air contaminant emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short, and exhaust from construction equipment dissipates rapidly. Current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. Additionally, construction activities would occur in an area of less than 5 acres. Construction projects on a site of such size represent less than significant health risk impacts due to (1) limitations on the off-road diesel equipment able to operate and thus a reduced amount of generated diesel PM, (2) the reduced amount of dust-generating ground disturbance possible compared to larger construction sites, and (3) the reduced duration of construction activities compared to the development of larger sites. Furthermore, through conditions of approval, construction would be subject to mandatory compliance with CARB regulations limiting the idling of heavy-duty construction equipment to no more than 5 minutes, which would further reduce nearby sensitive receptors' exposure to temporary and variable diesel PM emissions. For these reasons, diesel PM generated by construction activities, in and of itself, would not be expected to expose sensitive receptors to substantial amounts of air toxics, and impacts would be less than significant.

Operations associated with the proposed project would not require the frequent use of delivery trucks. According to CAPCOA's (2009) *Health Risk Assessments for Proposed Land Use Projects*, operations that require more than 100 delivery trucks daily are considered a potential health risk. The proposed project would not attract mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). The proposed project would not include stationary sources that emit TACs. Therefore, operational activities would not expose sensitive receptors to substantial amounts of air toxics, and impacts would be less than significant.

d) *Less Than Significant Impact*. During construction, the proposed project presents the potential for generation of objectionable odors in the form of diesel exhaust and/or asphalt used for paving in the immediate vicinity of the site. However, these emissions would be temporary and would rapidly dissipate and be diluted by the atmosphere downwind of the emission sources.

The project would not include any types of land uses that are typically a source of odor-related complaints such as wastewater treatment plants, landfills and composting facilities, feedlots/dairies, and certain types of industrial/manufacturing operations. Therefore, the impact is less than significant.

Mitigation Measures

MM AIR-1 Prior to issuance of a grading permit, the City shall ensure the grading plan notes include the following:

a. All material excavated, stockpiled, or graded shall be covered or sufficiently watered to prevent fugitive dust from leaving property boundaries and causing a public nuisance or a violation of ambient air quality standards. Watering shall occur at least twice daily with complete site coverage, preferably in the mid-morning and after work is completed each day.

b. All material transported off-site shall be either sufficiently watered or securely covered to prevent a public nuisance.

c. All areas (other than paved roads) with vehicle traffic shall be watered periodically or have dust palliatives applied for stabilization of dust emissions.

d. All project vehicles shall be limited to a speed of 15 miles per hour on unpaved roads

e. All land clearing, grading, earth moving, and excavation activities on the project site shall be suspended when winds are expected to exceed 20 miles per hour.

f. All trucks hauling dirt, sand, soil, or other loose materials shall be covered or shall maintain at least two feet of free board in accordance with the requirements of CVC [California Vehicle Code] Section 23114. This provision is enforced by local law enforcement agencies.

g. Paved streets adjacent to the construction site that are used by project construction vehicles and/or equipment movement shall be swept or washed at the end of the day to remove excessive accumulations of silt and/or mud resulting from activities on the project site. Dry power sweeping is prohibited.

h. All construction equipment shall be maintained and properly tuned in accordance with manufacturers' specifications. Construction equipment shall be a minimum EPA Tier 3 certified.

i. Off-road construction equipment shall not be left idling for periods longer than five minutes when not in use.

j. Post a publicly visible sign with the telephone number and person to contact at the City regarding dust complaints. The SCAPCD's phone number shall also be included on the sign.

k. All building pads and paving shall be laid as soon as possible after grading unless seeding or soil binders are used.

Timing/Implementation: *Prior to and during construction*

Enforcement/Monitoring: *City of Mt. Shasta Planning Department*

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.4 BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands, as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal wetlands, etc.), through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

OVERVIEW

The analysis of biological resources impacts presented in this section is based on a site visit and survey conducted by a Michael Baker International biologist on April 21, 2017 and review of available literature.

The site evaluation involved a thorough query of available data and literature from local, state, federal, and nongovernmental agencies, and site surveys to collect site-specific data regarding habitat suitability for special-status species and to identify any potentially jurisdictional aquatic resources.

Database searches were performed on the following websites:

- US Fish and Wildlife Service (USFWS) Information for Planning and Conservation (IPaC) tool (2017a)
- USFWS Critical Habitat Portal (2017b)
- CDFW California Natural Diversity Database (CNDDB) (2017)
- CNPS (California Native Plant Society) Inventory of Rare and Endangered Plants of California (2017)

The USFWS Information for Planning and Research (iPaC) tool was used to identify federally listed species under USFWS jurisdiction that may be affected by the proposed project. In addition, a query of the USFWS's Critical Habitat Portal was conducted to identify any designated critical habitat on or in the vicinity of the project site. The CNDDB was used to generate a list of processed and unprocessed occurrences of special-status species identified within the Girard Ridge, Seven Lakes Basin, McCloud, Dunsmuir, City of Mt. Shasta, Mount Eddy, Weed, Mt. Shasta, and Hotlum US Geological Survey (USGS) 7.5-minute quadrangles (quads). The CNPS database was also queried to identify special-status plant species with the potential to occur in the aforementioned USGS quads. The results of the database queries are provided in **Appendix C**.

Existing Conditions

The project site is located at the base of Spring Hill, which contains evergreen trees and a recreational trail that begins at the northern edge of the project site. There is one existing residence surrounded by the project on the eastern boundary of the site, approximately 120 feet northwest of Ski Village Drive. The surrounding land uses to the east and south include low-density residential housing. Mt. Shasta City Park is located on the western side of N. Mt. Shasta Boulevard.

The project site has been previously disturbed the placement of fill at varying depths, as more fully described in subsection 4.7, Geology and Soils, below. There are no creeks or streams on or adjacent to the project site. There is a roadside ditch maintained by the City for storm drainage along a portion of the southern perimeter of the site beginning just north of the intersection of Ski Village Drive and N. Mt. Shasta Boulevard. The ditch continues along the southernmost part of the site then turns north paralleling N. Mt. Shasta Boulevard for approximately 500 feet to a storm drain inlet connected to an 18-inch culvert that runs under the roadway to the west. There are no natural sources of upstream flow into the ditch. It drains only upland areas that do not carry a relatively permanent flow and it is not a tributary to any waterway. Flow in the ditch is generated from precipitation and snow melt and is infrequent and of short duration. This feature does not have ordinary high-water marks, evidence of bed and bank, or a break in upland vegetation that would suggest prolonged water retention. As such, the ditch on the site is not a jurisdictional water of the U.S. regulated under the Clean Water Act.

Non-native grassland is the only vegetative community on the project site, as shown on **Figure 4.4-1**. The non-native grassland habitat type on the project site corresponds to the Non-Native Grassland as described by Holland and the California Annual Grassland Series more recently described by Sawyer and Keeler-Wolf. Non-native grassland is the only vegetative community found on the project site. Portions of the western project boundary are lined with planted incense cedar (*Calocedrus decurrens*) trees. This small stand of mature trees does not function as its own vegetative community capable of supporting special-status species found in woodlands, forests, or other large contiguous woody habitat types. Therefore, the trees are noted in **Figure 4.4-1** but

are still part of the non-native grassland habitat. A majority of the project area is dominated by non-natives, such as broom (*Cytisus scoparius*), bromes (*Bromus* spp.), and other invasive species. The non-native annual grassland shows signs of disturbance from vehicle activity and proximity to urban areas including roads, trails, parking areas, and buildings.

Wildlife species typically found in disturbed non-native grasslands include western fence lizard (*Sceloporus occidentalis*), common garter snake (*Thamnophis sirtalis*), black-tailed jackrabbit (*Lepus californicus*), California ground squirrel (*Otospermophilus beecheyi*), western harvest mouse (*Reithrodontomys megalotis*), Botta's pocket gopher (*Thomomys bottae*), California vole (*Microtus californicus*), mourning dove (*Zenaida macroura*), house finch (*Haemorhous mexicanus*), and common raven (*Corvus corax*).

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact With Mitigation Incorporated*. Candidate, sensitive, or special-status species are commonly characterized as species that are at potential risk to their persistence in a given area or across their range. These species have been identified and assigned a status ranking by governmental agencies such as the CDFW and the USFWS and by nongovernmental organizations such as the CNPS. The degree to which a species is at risk of extinction is the determining factor in the assignment of a status ranking. Some common threats to a species' or population's persistence include habitat loss, degradation, and fragmentation, as well as human conflict and intrusion. For the purposes of this biological review, special-status species are defined by the following codes:

1. Listed, proposed, or candidates for listing under the federal Endangered Species Act (50 CFR 17.11 – listed; 61 Federal Register [FR] 7591, February 28, 1996, candidates)

2. Listed or proposed for listing under the California Endangered Species Act (FGC 1992 Section 2050 et seq.; 14 CCR Section 670.1 et seq.)

3. Designated as Species of Special Concern by the CDFW

4. Designated as Fully Protected by the CDFW (FGC Sections 3511, 4700, 5050, 5515)

5. Species that meet the definition of rare or endangered under CEQA (14 CCR Section 15380) including CNPS List Rank 1B and 2

The query of the USFWS, CNPS, and CNDDB databases, combined with the site visit and survey, identified habitat for several special-status species with the potential to occur in the project area. Refer to **Figure 4.4-2** for a depiction of CNDDB occurrences within 1 mile of the project site.

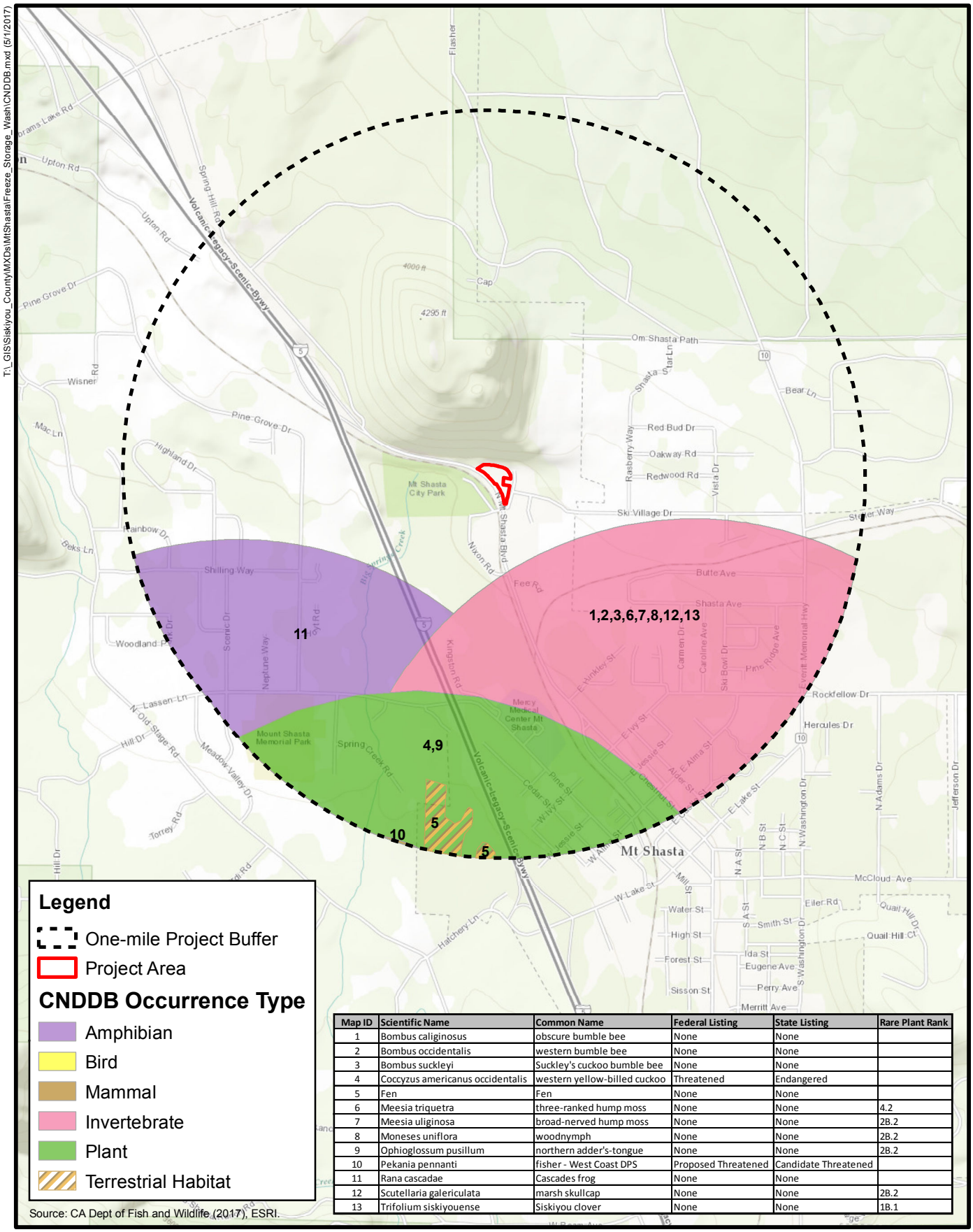
While annual grasslands are typically capable of supporting a variety of special-status plant species, the non-native grassland on the project site is dominated by invasive weedy grasses and forbs and has a history of disturbance from vehicles and other human traffic. This limits the possibility of special-status plant species to occur on the project site. In addition, the small strip of mature trees in the western portion of the site is not a large enough continuous portion of habitat to be considered a forest or woodland. Therefore, special-status plants associated with forests or woodlands are not anticipated to occur on the project site.

T:_GIS\Siskiyou_County\MXDs\MtShasta\Freeze_Storage_Wash\Vegetation Community.mxd (5/1/2017)

0 50 100
FEET

FIGURE 4.4-1
Vegetation Community in the Project Area

Michael Baker
INTERNATIONAL



Map ID	Scientific Name	Common Name	Federal Listing	State Listing	Rare Plant Rank
1	Bombus caliginosus	obscure bumble bee	None	None	
2	Bombus occidentalis	western bumble bee	None	None	
3	Bombus suckleyi	Suckley's cuckoo bumble bee	None	None	
4	Coccyzus americanus occidentalis	western yellow-billed cuckoo	Threatened	Endangered	
5	Fen	Fen	None	None	
6	Meesia triquetra	three-ranked hump moss	None	None	4.2
7	Meesia uliginosa	broad-nerved hump moss	None	None	2B.2
8	Moneses uniflora	woodnymph	None	None	2B.2
9	Ophioglossum pusillum	northern adder's-tongue	None	None	2B.2
10	Pekania pennanti	fisher - West Coast DPS	Proposed Threatened	Candidate Threatened	
11	Rana cascadae	Cascades frog	None	None	
12	Scutellaria galericulata	marsh skullcap	None	None	2B.2
13	Trifolium siskiyouense	Siskiyou clover	None	None	1B.1

FIGURE 4.4-2
Occurrences of Special-Status Species within One Mile of the Project Area

Michael Baker INTERNATIONAL

Based on the results of the database searches and the reconnaissance-level site survey, several special-status wildlife species were found to have the potential to occur within the project site.

Raptors and Migratory Birds

Various migratory and resident raptors and other birds have the potential to inhabit the project site. Some species are afforded specific protection such as osprey (*Pandion haliaetus*), which is a CDFW Fully Protected species. However, raptor and other bird species such as American kestrel (*Falco sparverius*), merlin (*Falco columbarius*), red-tailed hawk (*Buteo jamaicensis*), Cooper's hawk (*Accipiter cooperii*), and sharp-shinned hawk (*Accipiter striatus*), species on the CDFW Watch List, are not protected under the ESA/CESA. Nonetheless, the nests of all raptor species are protected under the Migratory Bird Treaty Act and FGC Section 3503.5. The nests of nearly all avian species are protected under the MBTA, which makes it illegal to destroy active bird nests, including eggs or chicks.

The non-native grassland provides suitable foraging habitat for a variety of migratory birds and raptors. In addition, the large incense cedar trees within and adjacent to the project site have the potential to provide suitable nesting habitat for raptors and other birds. Special-status species such as the northern goshawk (*Accipter gentilis*) and northern spotted owl (*Strix occidentalis caurina*) are not anticipated to occur on the project site. Although there is a strip of mature evergreen trees on-site, this is not a large enough portion of habitat to be considered a forest or woodland, and these species are found in mature forests with old growth trees. However, other raptors and birds may occupy portions of the project site.

Construction activities involving tree removal, demolition, grading, and vegetation clearing may cause direct mortality to birds or damage to nests. In addition, construction activities near active nests may result in nest abandonment, which would be a significant impact. Therefore, mitigation measures **MM BIO-1** through **MM BIO-3** require preconstruction surveys for nesting birds, buffers for active nests, and seasonal restrictions on vegetation clearing with identified nests. Implementation of these mitigation measures will reduce impacts to a less than significant level.

Special-Status Bats

The database queries identified two special-status bat species in the project vicinity: western mastiff bat (*Eumops perotis californicus*) and spotted bat (*Euderma maculatum*), which are CDFW Species of Special Concern. Habitat on-site for bat species consists of foraging habitat, night-roosting cover, maternity roost sites, and winter hibernacula. These bat species may forage in a variety of habitats. In general, the CDFW is most concerned about the loss of maternity roosting sites. Suitable roosting sites for these species include caves, rock crevices, cliffs, buildings, tree bark, and snags. The mature trees on the project site may provide suitable roosting habitat for the special-status bat species named above. Therefore, these bats have the potential to occur within the project site.

Construction activities involving tree removal, demolition, grading, and vegetation clearing may cause direct mortality or damage to roosting bats. Therefore, mitigation measures **MM BIO-4** through **MM BIO-7** require preconstruction surveys for roosting bats, avoidance of roosts, or flushing bats from the site in coordination with CDFW.

Implementation of these mitigation measures will reduce impacts to a less than significant level.

b,c) *No Impact*. Sensitive habitats include (a) areas of special concern to resource agencies; (b) areas protected under CEQA; (c) areas designated as sensitive natural communities by the CDFW; (d) areas outlined in FGC Section 1600; (e) areas regulated under CWA Section 404; and (f) areas protected under local regulations and policies. There are no sensitive habitats, including wetlands regulated under the CWA, on the project site. There would be no impact.

d) *Less Than Significant Impact*. A review of the CDFW Biogeographic Information & Observation System (BIOS) (CDFW 2017) was performed for the project to determine whether the project area is located in an Essential Connectivity Area. The project area does occur within an Essential Connectivity Area, an approximately 7-mile-wide corridor from Mount Shasta to the Shasta-Trinity National Forest. This east–west corridor is likely to represent travel routes and migratory corridors for species moving between the forest and Mount Shasta. While the project site does contain open non-native grassland and several mature trees, it is not likely to provide suitable habitat and space for migratory passages and corridors because the project site is bordered to the west by N. Mt. Shasta Boulevard and to the south and east by residential and commercial land uses. Spring Hill, just north of the project site, contains a large portion of open space with evergreen trees and a recreational trail. Development of the proposed project would remove approximately 2 acres of undeveloped land that is connected to the open space to the north. However, this is a relatively small portion of land compared to the higher-quality open space habitat to the north. In addition, the site does not provide nursery sites for wildlife, large trees, or water features that would be conducive to function as a corridor for migratory wildlife. No streams or creeks that might provide habitat for fish are located in the project area. Therefore, implementation of the proposed project would not impede migratory wildlife, and impacts would be less than significant.

e) *Less Than Significant Impact With Mitigation Incorporated*. The City of Mt. Shasta has a tree protection ordinance (MSMC Chapter 12.10) relating to the planting, removal, topping, pruning, and maintenance of trees, plants, and shrubs within or adjacent to public streets and rights-of-way. There are trees and other plants on the project site which may be considered City trees. The proposed project includes trees in its landscape plan, and the project applicant would acquire any necessary permits or authorizations needed for tree removal, as required under mitigation measure **MM AES-2**. This would reduce impacts to less than significant.

f) *No Impact*. No habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan has been adopted for the project area; therefore, there would be no impact.

Mitigation Measures

MM BIO-1 If clearing and/or construction activities would occur during the bird breeding season (typically January through July for raptors and February 15 through August 15 for other birds), preconstruction surveys to identify active nests shall be conducted within 3 days of construction initiation, particularly vegetation-clearing and ground-disturbing activities. Surveys must be performed by a qualified biologist for the purposes of determining presence/absence of active nest sites within the proposed impact area, including construction access routes and a 500-foot buffer (if feasible). If no active nests are found, no further mitigation is required. Surveys shall be repeated if construction activities are delayed or postponed for more than 7 days.

Timing/Implementation: *Prior to construction activities*

Enforcement/Monitoring: *City of Mt. Shasta Planning Department*

MM BIO-2 If an active nest is found during preconstruction surveys, construction activities shall be restricted as necessary to avoid disturbance of the nest until a qualified biologist deems the nest inactive. Restrictions shall include establishment of exclusion zones (no ingress of personnel or equipment) at a minimum radius of 300 feet around an active raptor nest and 100 feet around other active bird nest(s). Activities permitted within exclusion zones and the size may be adjusted through consultation with the CDFW.

Timing/Implementation: *During construction*

Enforcement/Monitoring: *City of Mt. Shasta Planning Department*

MM BIO-3 Vegetation containing active nests that must be removed as part of the project shall be removed during the nonbreeding season (August 16 through December 31), but only provided that the nest(s) are confirmed no longer active.

Timing/Implementation: *During construction*

Enforcement/Monitoring: *City of Mt. Shasta Planning Department*

MM BIO-4 Construction-related activities shall occur only during daylight hours.

Timing/Implementation: *During construction*

Enforcement/Monitoring: *City of Mt. Shasta Planning Department*

MM BIO-5 Prior to the removal of any trees, a bat survey shall be performed by a qualified biologist between March 1 and July 31. If bat roosts are identified, the bats shall be safely flushed from the sites where roosting habitat is planned to be removed prior to roosting season (typically May to August) and prior to the onset of construction activities. If maternity roosts are identified during the roosting season (typically May to September), they must remain undisturbed until a qualified biologist has determined the young bats are no longer roosting. If roosting is found to occur on-site, replacement roost habitat (e.g., bat boxes)

shall be provided to offset the roosting sites removed. If no bat roosts are detected, then no further action is required if the trees or buildings are removed prior to the next breeding season. If removal is delayed, an additional survey shall be conducted 30 days prior to removal to ensure that a new colony has not been established.

Timing/Implementation: *Prior to the removal of any trees*

Enforcement/Monitoring: *City of Mt. Shasta Planning Department*

MM BIO-6 If a female or maternity colony of bats is found on the project site, and the project can be constructed without the elimination or disturbance of the roosting colony (e.g., if the colony roosts in a large tree not planned for removal), a qualified biologist shall determine what buffer zones shall be employed to ensure the continued success of the colony. Such buffer zones may include a construction-free barrier of 200 feet from the roost and/or the timing of the construction activities outside of the maternity roosting season (after July 31 and before March 1).

Timing/Implementation: *During construction*

Enforcement/Monitoring: *City of Mt. Shasta Planning Department*

MM BIO-7 If an active nursery roost is documented on-site and the project cannot be conducted outside of the maternity roosting season, bats shall be excluded from the site after July 31 and before March 1 to prevent the formation of maternity colonies. Nonbreeding bats shall be safely evicted, under the direction of a bat specialist in coordination with the CDFW.

Timing/Implementation: *During construction*

Enforcement/Monitoring: *City of Mt. Shasta Planning Department*

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.5 CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

OVERVIEW

CEQA requires that, for projects financed by or requiring the discretionary approval of public agencies in California, the effects of the project on historical resources must be considered (Public Resources Code [PRC] Section 21083.2). Historical resources are defined as buildings, sites, structures, or objects, each of which may have historical, architectural, archaeological, cultural, or scientific importance (PRC Section 50201).

Under the CEQA Guidelines, an effect is considered significant if a project will result in a substantial adverse change to the resource (PRC Section 21084.1). Actions that would cause a substantial adverse change to a historical resource include demolition, replacement, substantial alteration, and relocation. Before the significance of impacts can be determined and mitigation measures developed, the significance of cultural resources must be determined.

Historic Context

During the 1820s, early Euro-American trappers and hunters first passed through the area, following the path of the Siskiyou Trail. The Siskiyou Trail was based on a network of ancient Native American footpaths connecting California and the Pacific Northwest. The discovery of gold at nearby Yreka in 1851 dramatically increased traffic along the Siskiyou Trail and through the site of present-day Mt. Shasta. Pioneer Ross McCloud built one of the first lumber mills in the area, near the site of the present Sisson Museum. The completion of a stagecoach road between Yreka and Upper Soda Springs in the late 1850s led to the building of Sisson's Hotel, as a stop for weary travelers and as a staging ground for adventuresome tourists intending to climb Mount Shasta. The area where the town grew was known first as Strawberry Valley and then as Berryvale. The post office opened in 1870 as Berryvale. After 1886 it was known as Sisson, named after a local businessman, Justin Hinckley Sisson, who ran a stagecoach inn and tavern and donated the land for the town site and the Central Pacific Railroad station in 1886.

The 1887 completion of the Central Pacific Railroad, built along the line of the Siskiyou Trail, brought a dramatic increase in tourism, lumbering, and population to the Mount Shasta area. This early development continued to focus on tourism and lumbering. The early 1900s saw the influx of a large number of Italian immigrants to Mt. Shasta and neighboring towns, most of whom were employed in the timber industry. The city incorporated on May 31, 1905. The name of the city was finalized as the City of Mt. Shasta on November 10, 1925, after a popular vote in 1922.

According to the California Office of Historic Preservation (OHP) (2017), Mt. Shasta has one registered California historic state landmark, the Strawberry Valley State Station. Nothing is left of the station but a marking showing its location. The OHP has no other listed California historic resources in the city. In addition, the National Register of Historic Places does not list any historic resources in Mt. Shasta (OHP 2017). The project site is not considered to be of any historical importance and is not identified as such by the California State Historical Resources Commission or in the Mt. Shasta General Plan.

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact With Mitigation Incorporated.* The project site does not contain any object, building, or structures and is not located in an area listed in the California Register of Historical Resources or on a local register of historical resources. The site is underlain by fill materials of varying thickness. Unknown historical resources may be discovered during site preparation and excavation activities. Mitigation measure **MM CUL-1** would ensure potential historical resource impacts are less than significant.

b) *Less Than Significant Impact With Mitigation Incorporated.* The project site is not known to contain any archaeological resources. However, unanticipated and accidental archaeological discoveries are possible during project implementation, especially during excavation, and have the potential to impact unique archaeological resources. Mitigation measure **MM CUL-1** would reduce potential archaeological resource impacts to a less than significant level.

c) *Less Than Significant Impact With Mitigation Incorporated.* There is a possibility that human remains could be encountered below the surface during construction and site preparation activities. Mitigation measure **MM CUL-2** would mitigate these potential impacts, reducing impacts to a less than significant level.

Mitigation Measures

MM CUL-1 If any subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 50-foot radius of the discovery. An on-site archaeological monitor or principal investigator, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology, shall be retained by the project applicant and shall be afforded a reasonable amount of time to evaluate the significance of the find. Work shall continue within a 50-foot radius of the discovery site until the archaeologist conducts sufficient research and data collection to make a determination that the resource is either (1) not cultural in origin or (2) not potentially significant or eligible for listing on the National Register of Historic Places or the California Register of Historical Resources. If a potentially eligible resource is encountered, the archaeologist, the City, and the project applicant shall arrange for either (1) total avoidance of the resource, if possible, or (2) test excavations to evaluate eligibility and, if eligible, total data recovery as mitigation. The determination shall be formally documented in writing and submitted to the City as verification that the provisions in CEQA for managing unanticipated discoveries have been met.

Timing/Implementation: *During construction*

Monitoring/Enforcement: *City of Mt. Shasta Planning Department and Public Works Department*

MM CUL-2 If human remains are discovered during project development, all work must stop within 50 feet of the find and the Siskiyou County Coroner shall be notified, per California Health and Safety Code Section 7050.5. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission (NAHC). The NAHC shall then determine those persons it believes to be most likely descended from the deceased Native American(s). Together with representatives of the people of most likely descent, a qualified archaeologist shall make an assessment of the discovery and recommend/implement mitigation measures as necessary

Timing/Implementation: *During construction*

Monitoring/Enforcement: *City of Mt. Shasta Planning Department and Public Works Department*

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.6 ENERGY. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficient?	☐	☐	☒	☐

a,b) *Less Than Significant Impact*. Construction of the project would require consumption of fossil fuels, including gasoline and diesel fuel for construction worker vehicle trips, delivery trucks, and operation of construction equipment. All construction equipment is regulated by CARB, which limits idling and the use of older, less fuel-efficient equipment. By complying with California law related to energy conservation and fuel efficiency, the project would minimize energy consumption. Therefore, construction would not consume energy in a manner that would be wasteful, inefficient, or unnecessary.

The project would be required to comply with the 2016 California Green Building Standards Code, also known as the CALGreen Code (CCR Title 24, Part 11), and the Building Energy Efficiency Standards through conditions of approval. For site operations, energy use would be typical of other commercial land uses in the area and would use electricity. Thus, a portion of the energy consumed during project operations would originate from renewable sources. However, because the mini-storage would not use energy other than exterior security lighting, there would be substantially less energy demand than a typical commercial project. Similarly, energy demand of the car wash would be a function of the number of vehicles, and it would only operate when the car wash is in use. The car wash component of the project would include a recycled water system, which would reduce energy use associated with conveyance of domestic water and would reduce wastewater flows, which would reduce energy use during wastewater treatment. Therefore, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. The project's impact on energy consumption and planning would be less than significant.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.7 GEOLOGY AND SOILS. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death, involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 1803.5.3 of the Uniform Building Code (2016), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
d) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	☐	☐	☐	☒

OVERVIEW

The topography of the proposed project site is relatively flat, slightly sloping from north to south, and has no significant or distinctive topographic features. Spring Hill, a 4,290-foot plug dome, is directly north of the site. The City of Mt. Shasta is approximately 9 miles southwest from the summit of Mount Shasta.

Geologic and soils conditions on the project site were evaluated in 2016 (*Geologic and Soils Investigation, Mount Shasta Mini-Storage* prepared by GeoServe and SCE ["Geotechnical Report"]).[1] The investigation consisted of literature review, site visit, and a shallow subsurface investigation that included test pits to characterize the horizontal and vertical distribution of soil or rock near the ground surface. A drainage study was prepared for the site in 2018, which provides detail on subsurface and surface drainage and hydrogeology (CEQA Drainage Study, Commercial Site Development prepared by Mt. Shasta Engineering).[2] Results of the investigations are reported herein.

The rocks and soils that underlie the project site are of the Cascade Mountains Geomorphic Province and are mainly volcanic in origin. The regional and local topography are an expression of the relatively young volcanic deposits. The site is within the depositional area of Quaternary pyroclastic volcanic flow, Quaternary glaciers, and modern debris flows. There are no active faults on or near the project site. The closest fault is the Cedar Mountain fault system approximately 25 miles east. Other more distant faults include the Mayfield fault zone, McArthur fault, Pittville fault, and Rocky Ledge fault zone. The project site is not in an Alquist-Priolo Earthquake Fault Zone, and the risk of surface fault rupture is low. Groundshaking could cause minor settling or shifting of unconsolidated sediments. Overall, there is a low to moderate risk of damaging earthquakes at the site. The project site, as with areas around Mount Shasta, is in a medium volcanic risk area, the and the risk of adverse effects from volcanic activity is moderate to high. Based on the site location and topography, there is a low overall landslide risk (GeoServe and SCE 2016).

Soils on the site are mapped by the Natural Resource Conservation Service (NRCS) as Deetz gravelly loamy sand, 0 to 5 percent slopes. There is no exposed bedrock within the project site. Existing information indicates that areas of this parcel were filled with soil, rock, cement, asphalt, and other debris. Prior to the fill placement, this area sloped to the west and was a low point or swale where surface water flowed under old Highway 99. The northern portion of the site is the old Highway 99 road bed. The area was filled and is presently flat at the same elevation as N. Mt. Shasta Boulevard and the railroad tracks to the west.

The northern portion of the parcel has between 1 and 3 feet of compacted aggregate base fill underlain by in-place native soil and rock. That area is generally well-compacted. There are no conditions that would preclude building structures. The southern portion of the parcel has between 8 and 18 feet of loose fill that is underlain by organic rich sandy clay soil. No groundwater was found in test pits. The observed fill is made up of loose soil, rock, cement, asphalt, wood, plastic, metal, and glass. About 20 percent of the fill is non-native material. Concrete was the most common type of debris (about 15 percent) and several large chunks were found in the test pits. About 5 percent of the debris was asphalt. Wood plastic, metal, and glass made up less than 1 percent. The heaviest debris areas are in the southwest edge of the site (GeoServe and SCE 2016).

The project site historically overlies a drainage swale at the toe of Spring Hill. The swale was filled at some point in the past. Water that runs onto the project site from the east infiltrates site soils and fill and is drained under the fill through pipes and culverts on the site that discharge towards N. Mt. Shasta Boulevard (Mt. Shasta Engineering 2018; GeoServe and SCE 2016).

[1] The report (*Geologic and Soils Investigation, Mount Shasta Mini-Storage*) is available for public review during normal business hours at Mt. Shasta Planning Department, 305 N. Mt. Shasta Boulevard, Mt., Shasta, CA.

[2] The report (*CEQA Drainage Study, Commercial Site Development*) is available for public review during normal business hours at Mt. Shasta Planning Department, 305 N. Mt. Shasta Boulevard, Mt., Shasta, CA.

DISCUSSION OF IMPACTS

a.i) *No Impact*. The project site is not in an Alquist-Priolo Earthquake Fault Zone, and the risk of surface fault rupture is low. There would be no impact.

a.ii) *Less Than Significant Impact*. As with virtually all of California, the proposed project site is subject to minor ground shaking and potential secondary hazards as a result of earthquakes. The City of Mt. Shasta and the proposed project site are in Seismic Zone 3, which is considered a higher risk zone. Groundshaking could cause minor settling or shifting of unconsolidated sediments. A large earthquake on one of the nearby active faults could affect the site, but smaller magnitude earthquakes could occur more frequently. Overall, there is a low to moderate risk of damaging earthquakes at the site. Due to mandatory compliance with California Building Code (CBC) seismic safety requirements which are reflected in the seismic design parameters in the geotechnical report, damage due to strong seismic ground shaking at the site is unlikely. City staff will be responsible for verifying seismic design as part of plan review prior to issuance of a building permit. The impact would be less than significant.

a.iii) *Less Than Significant Impact*. Liquefaction occurs when loose sand and silt saturated with water behaves like a liquid when shaken by an earthquake. Liquefaction can result in the various types of seismic-related ground failure. The risk of liquefaction at the site is low due the underlying soils types and lack of shallow groundwater (GeoServe and SCE 2016). The impact would be less than significant.

a. iv) *No Impact*. The project site is generally flat with a slight slope from north to south. The proposed project would not result in cut slopes that could cause or exacerbate landslide risk. Therefore, there would be no impact related to landslides.

b) *Less Than Significant Impact With Mitigation Incorporated*. Development of the mini-storage, car wash, and parking and snow storage areas would result in the disturbance of approximately 2.77 acres. Construction activities during project site development, such as grading, excavation, and soil hauling, would disturb soils and potentially expose them to wind and water erosion. However, mitigation measure **MM GEO-1** requires the preparation of a stormwater pollution prevention plan (SWPPP) to comply with the Regional Water Quality Control Board's (RWQCB) General Construction Storm Water Permit. A SWPPP identifies best management practices (BMPs) to minimize soil erosion and to protect local waterways and drainage systems. Required compliance with the State's General Construction Storm Water Permit would minimize soil erosion and loss of topsoil from project implementation and reduce this impact to less than significant. Following completion of the project, the site would be covered with impervious surfaces and landscaping, which would not be a source of water or wind erosion.

c) *Less Than Significant With Mitigation Incorporated.* The northern part of the site is made up of well-compacted native rock and soil. There are no conditions that would preclude building structures. The southern portion of the parcel has between 8 and 18 feet of loose fill that is underlain by organic rich sandy clay soil. The content, relative compaction, and depth of the fill could result in unstable soil conditions that could be subject to collapse. Given the unknown level of compaction in the fill area, building foundations may not be supported because of voids and loose debris unless mitigated. With implementation of mitigation measure **MM GEO-2**, the applicant will be required to submit a grading plan that identifies how fill hazards at the site will be mitigated in accordance with the recommendations in the Geotechnical Report. Compliance with the recommendations in

the Geotechnical Report must be verified by a California-licensed engineer during and after earthwork prior to construction of any project features to ensure the project complies with applicable Municipal Code and California Building Code regulations, which are specified in mitigation measure **MM GEO-2**. With implementation of mitigation measure **MM GEO-2**, impacts related to unstable soils would be reduced to less than significant.

d) *Less Than Significant Impact*. Expansive or shrink-swell soils are soils that swell when subjected to moisture and shrink when dry. This increase in volume can cause damage to foundations, structures, and roadways. Potentially expansive clay soil was not found in site soils at project site during investigation. The expansive soil risk is low (GeoServe and SCE 2016). The impact would be less than significant.

e) *No Impact*. The proposed project would connect to the City's existing sewer system and the Wastewater Treatment Plant and would not include septic tanks. There would be no impact.

f) *No Impact.* The project site is underlain by rock and soil derived from volcanic materials and varying amounts of fill. There is little to no potential for paleontological resources to be present at the site. The volcanic material is ubiquitous and is not a unique geologic feature. There would be no impact.

Mitigation Measures

MM GEO-1 The project applicant shall prepare and implement a stormwater pollution prevention plan (SWPPP) for the project to comply with the terms of both the EPA's Stormwater General National Pollutant Discharge Elimination System (NPDES) Permit for Construction Activities and the State Water Resources Control Board's General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities. The project applicant shall submit the SWPPP to the City with the grading permit application.

The SWPPP shall include, but is not limited to, the following best management practices (BMPs):

- If excavation occurs during the rainy season, stormwater runoff from the construction area shall be regulated through a stormwater management/erosion control plan that shall include temporary on-site silt traps and/or basins with multiple discharge points to natural drainages and energy dissipaters. Stockpiles of loose material shall be covered and runoff diverted away from exposed soil material. If work stops due to rain, positive grading away from slopes shall be provided to carry the surface runoff to areas where flow would be controlled, such as temporary silt basins. Sediment basins/traps shall be located and operated to minimize the amount of off-site sediment transport. Any trapped sediment shall be removed from the basin or trap and placed at a suitable location on-site, away from concentrated flows, or removed to an approved disposal site.

- Temporary erosion control measures (such as fiber rolls, staked straw bales, detention basins, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover) shall be provided until the proposed landscaping is established to minimize discharge of sediment into nearby waterways.

- No disturbed surfaces shall be left without erosion control measures in place during the spring and winter months.

Timing/Implementation: *Prior to any site grading and throughout construction*

Enforcement/Monitoring: *City of Mt. Shasta Planning Department*

MM GEO-2 The project applicant shall submit a grading plan to the City for review and approval. The grading plan shall identify how the recommendations in the *Geologic and Soils Investigation* (GeoServe and SCE 2016) will be achieved for: site preparation (removal of vegetation, old fill, debris, and subsurface utility features if any); excavation and compaction; vertical and lateral loads; and slabs on grade; and drainage. The grading plan shall also demonstrate compliance with the applicable requirements of the City's Construction Standards (Resolution No. CCR-05-12) and Mt. Shasta Municipal Code Chapter 15.04 (Building Code), which requires implementation of California Building Code Chapter 18, Section 1803 et seq. and Appendix J regulations pertaining to grading permits and plans. As required under Section J104, the grading plan shall show the existing grade and finished grade and estimated quantities of excavation and fill and how the project will meet applicable requirements set forth in Section J106 (Excavations), Section J107 (Fills), Section J109 (Drainage and Terracing), Section J110 (Erosion Control).

The grading plan shall also incorporate the recommendations of the Drainage Study (Mt. Shasta Engineering 2018) as it pertains to preparation of subsurface materials for drainage features such as culverts.

No vegetation removal or earthwork of any kind shall be permitted on the site until the City has issued a grading permit for the project. During earthwork, the applicant shall provide documentation to the City demonstrating compliance with the City-approved grading plan. The grading activities shall also be subject to inspection by City staff. In the event of non-compliance with the grading plan, as determined by City staff, the applicant shall cease activities until corrective action has been implemented to the City's satisfaction.

Timing/Implementation: *Prior to any site grading and throughout construction*

Enforcement/Monitoring: *City of Mt. Shasta Planning Department*

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

OVERVIEW

Greenhouse gases (GHGs) are released as byproducts of fossil fuel combustion, waste disposal, energy use, land use changes, and other human activities. This release of gases, such as carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O), creates a blanket around the earth that allows light to pass through but traps heat at the surface, preventing its escape into space. While this is a naturally occurring process known as the greenhouse effect, human activities have accelerated the generation of GHGs beyond natural levels. The overabundance of GHGs in the atmosphere has led to an unexpected warming of the earth and has the potential to severely impact the earth's climate system.

Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. CH_4 traps over 25 times more heat per molecule than CO_2, and N_2O absorbs 298 times more heat per molecule than CO_2. Often, estimates of GHG emissions are presented in carbon dioxide equivalents (CO_2e). Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted.

GHG emissions contribute, on a cumulative basis, to the significant adverse environmental impacts of global climate change. No single project could generate enough GHG emissions to noticeably change the global average temperature. The combination of GHG emissions from past, present, and future projects contributes substantially to the phenomenon of global climate change and its associated environmental impacts and as such is addressed only as a cumulative impact.

The SCAPCD has not adopted thresholds of significance relative to GHG emissions. For this project, the threshold for emissions would be considered significant if they exceed 1,100 metric tons of CO2e per year threshold. This threshold is recognized by the Sacramento Metropolitan Air Quality Management District (SMAQMD), Bay Area Air Quality Management District, and South Coast Air Quality Management District. This quantifiable threshold was formulated based on consistency with AB 32 and California Climate Change Scoping Plan reduction targets for 2020. On December 14, 2017, CARB adopted the 2017 Climate Change Scoping Plan (2017 Scoping Plan), which lays out the framework for achieving the mandate of SB 32 (2016) to reduce statewide GHG emissions to at least 40 percent below 1990 levels by the end of 2030. Accordingly, a mass emissions threshold of 660 metric tons CO_2e per year would be 40 percent lower than the current SMAQMD threshold, which would achieve the State GHG emission targets for 2030.

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact.* GHG emissions associated with the project would occur over the short term from construction activities, consisting primarily of emissions from equipment exhaust. There would also be long-term regional emissions associated with project-related new indirect source emissions, such as electricity usage for car wash operations, lighting, and customer vehicle trips. Project-related GHG emissions were quantified with CalEEMod. **Table 4.8-1** shows the estimated GHG emissions that would result annually with project implementation. Total construction-generated GHG emissions were amortized over the estimated life of the project. A project life of 30 years is assumed for the proposed project.

TABLE 4.8-1
CONSTRUCTION AND OPERATIONAL GHG EMISSIONS (ANNUAL)

Source	CO_2e (metric tons per year)
Construction (amortized over 30 years)	13
Area Source	<1
Energy Consumption	95
Mobile Source	239
Waste Generation	<1
Water Demand	2.6
Total	**350**
Significance Threshold for AB 32 (2020)	**1,100**
Significance Threshold for SB 32 (2030)	**660**
Exceed Thresholds?	**No**

*Source: CalEEMod, version 2016.3.2. See **Appendix B** for annual emission model outputs. Values are rounded.*

As shown in **Table 4.8-1**, estimated combined GHG emissions resulting from both construction and operation of the proposed project would be approximately 350 metric tons of CO_2e per year, which is less than the GHG threshold for both AB 32 and SB 32 and therefore a less than significant impact.

b) *Less Than Significant Impact*. The project would not conflict with any adopted plans, policies, or regulations adopted for the purpose of reducing GHG emissions because emissions would not exceed thresholds that were developed with the purpose of complying with the requirements of AB 32 and SB 32. Therefore, the proposed project would not conflict with AB 32 or SB 32.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.9 HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or a public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☒	☐

OVERVIEW

A material is considered hazardous if it appears on a list of hazardous materials prepared by a federal, state, or local agency or if it has characteristics defined as hazardous by such an agency. A hazardous material is defined by the California Health and Safety Code Section 25501 as follows:

> *"Hazardous material" means any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. "Hazardous materials" include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.*

A hazardous material is defined in Title 22, Section 662601.10, of the California Code of Regulations as follows:

> *A substance or combination of substances which, because of its quantity, concentration, or physical, chemical or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed.*

The release of hazardous materials into the environment could potentially contaminate soils, surface water, and groundwater supplies. Under Government Code Section 65962.5, both the California Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB) are required to maintain lists of sites known to have hazardous substances present in the environment. Both agencies maintain up-to-date lists on their websites.

Hazardous materials storage and handling and hazardous waste generation and disposal are regulated by various federal and state regulations. The Resource Conservation and Recovery Act (RCRA) has mandated a national waste management program since 1976. Under the RCRA, hazardous waste must be tracked from the time of generation to the point of disposal. A program must be instituted by every generator and handler to manage hazardous waste in a manner that minimizes the present and future threat to the environment and human health. Each hazardous waste generator must register and obtain an identification number from the US Environmental Protection Agency under RCRA regulations.

Any business handling hazardous materials (as defined in Section 25500 of the California Health and Safety Code, Division 20, Chapter 6.95) requires a permit (typically from the local fire department) in order to register the business as a hazardous materials handler. Such businesses are also required to comply with California's Hazardous Material Response Plans and Inventory Law (AB 2185). AB 2185 requires immediate reporting of any release or threatened release of a hazardous material to the local administering agency and the California Office of Emergency Services. In addition, any business handling more than 500 pounds of solid, 55 gallons of liquid, or 200 cubic feet of gaseous hazardous material, at any one time, is required under AB 2185 to file a business plan. The business plan must be submitted to the Siskiyou County Environmental Health Department (SCEHD). Emergency response procedures are required to be included in the business plan.

The transportation of hazardous materials is required to meet all applicable laws and regulations governed by the US Department of Transportation. Regulations regarding the safe transport of hazardous materials and hazardous wastes are found in the City of Mt. Shasta Emergency Response Plan.

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact with Mitigation Incorporated*. Construction of the proposed project would involve the transport, use, and disposal of common products and materials such as fuel, oil, paint, welding products, cement, and paving materials. Construction specifications require that hazardous materials be used in accordance with product labeling and applicable federal and state regulations. These materials would be used only temporarily during construction activities. As such, the handling of these materials on the project site during construction would not create a significant hazard to the public or the environment.

The mini-storage would use and store limited amounts of common products that may contain hazardous materials for activities such as cleaning, general maintenance, landscape maintenance, and pest control. These materials would only be used in small amounts by the operator and would be required to comply with SCEHD and Mt. Shasta Fire Department regulations for hazardous materials and waste storage. The storage of hazardous materials and wastes by mini-storage customers would be prohibited through contract terms and conditions.

The car wash system would use and store car wash cleaning products including pre-soak rinses, foaming soaps, tire and wheel cleaners, conditioners, drying agents, coating/sealing waxes, and rain protectants. These products contain a variety of hazardous ingredients such as alkaline and acidic compounds, glycol ether, and other chemical compounds typically found in household and industrial cleaning products. The products would be stored in containers in the equipment room and would only be dispensed when the washes are in operation. If any liquid product is stored in a quantity greater than 55 gallons, the applicant will be required to file a hazardous materials business plan with SCHEHD. Material safety data sheets for each of the products, which must be kept on-site, identify proper storage, handling, and disposal to ensure compliance with federal and state Occupational Health and Safety Administration regulations and methods for disposal of unused products.

The types of car wash products that could be used in the car wash would depend on which type of car wash the customer selects. Car wash rinse water may include ozone, basic and acidic cleaning compounds, foaming agents, wax, fragrance, colorants, and grit and debris from cars. The car wash area would be graded, designed, and constructed so that all water from the automatic car wash and self-wash bays would be directed toward a self-contained disposal system and engineered wastewater catchment that would be installed underground at the car wash. No car wash water would be allowed to be conveyed off-site either as wastewater or in stormwater runoff. The car wash floor drain inlets would include sumps for initial grit and sediment removal. The concentrations of certain compounds typically found in commercial car wash wastewater has the potential to affect the City's wastewater treatment plant's ability to comply with its specific effluent discharge limitations established in the plant's permit. The City Public Works Department has determined that the car wash wastewater will require pretreatment before it can be discharged via the self-contained wastewater system to the City's sewer system. The applicant has applied for an industrial waste discharge permit in accordance with MSMC Section 13.56.270. All inlets would be plumbed to an underground interceptor tank to provide sand, grease, and oil separation and pretreatment of influent, and the system would be connected to the sewer line in Ski Village Drive. The draft permit is included in **Appendix A.**

If the project is approved, the City will issue the permit for the car wash that has specific numerical and narrative limitations and discharge requirements. The local effluent limitations comprise several metals and various water quality parameters (Table 2, Appendix A). Part 1, Item D of the permit contains a comprehensive list of discharge prohibitions. This will ensure that chemicals used in the car wash process that are discharged to the sewer do not interfere with the operation of the City's wastewater treatment plant or the sewer system where it could pose a risk to employees or the environment. The applicant will not be allowed to operate the car wash until the City has confirmed via inspection and test results provided by the applicant that the required features have been installed (Part 5 of the permit) and are operating correctly and that the effluent meets required limits.

During operation, the permit requires effluent monitoring and reporting at the applicant's expense to demonstrate compliance with the permit, which are described in Part 2 and Part 3 of the permit. The outfall system would be located in the sewer line between the underground treatment system and the existing sewer in Ski Village Drive. If the system is not operating in accordance with the permit, the applicant would be required to implement corrective action to the City's satisfaction, or the City may require that car wash operations are discontinued.

Solids and sludges that accumulate in the primary tank are typically not regulated as hazardous waste when dewatered and would be disposed of at a landfill permitted to accept such waste. However, testing to determine whether special disposal is necessary is a requirement of the industrial waste discharge permit.

With implementation of mitigation measure **MM HAZ-1**, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials because the car wash would be required to operate in accordance with an industrial waste discharge permit issued by the City. The impact would be less than significant with mitigation incorporated.

b) *Less Than Significant Impact with Mitigation Incorporated*. As stated in Response d), the project site is not identified as a site where hazardous materials contamination has been reported. However, as noted in the Geotechnical Report, fill materials are reported to include asphalt, wood, plastic metal, glass, and concrete, in addition to native soil and rock materials. There may also be unknown wells, septic systems, or other underground features (GeoServe and SCE 2016). Therefore, prior uses at the site may have involved activities that could have resulted in environmental contamination (e.g., illegal dumping, equipment leaks or spills). If contamination is present and is not identified and managed in accordance with applicable regulations, it could pose a risk to construction workers through direct contact with contaminated materials or dust. It could also pose a hazard to the environment or public if contaminated soils are excavated and improperly disposed. The potential for the proposed project to result in an inadvertent release of hazardous materials can be reduced with implementation of mitigation measure **MM HAZ-2**, which requires the applicant to investigate the site to determine if there may be buried features such as septic tanks or other potential hazards and for the construction contractor to stop work immediately if obvious or suspected contamination is present and to notify the City. If contamination is found, remedial activities would be performed at the applicant's expense and to the satisfaction of the SCEHD and Central Valley RWQCB. The impact would be less than significant with mitigation incorporated.

c) *No Impact*. There are no public education facilities within 0.25 mile of the project site. The nearest schools are Shasta Head Start, Mount Shasta High School, Sisson School, and Chestnut Preschool, each of which is approximately 0.5 mile from the project site. Therefore, there would be no impact.

d) *No Impact*. Under Government Code Section 65962.5, both the DTSC and the SWRCB are required to maintain lists of sites known to have hazardous substances present in the environment. Both agencies maintain up-to-date lists on their websites. The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (DTSC 2019; SWRCB 2019). The project would not create a significant hazard to the public or to the environment, and there would be no impact.

e) *No Impact*. The nearest airport to the proposed project site is the Dunsmuir Municipal–Mott Airport. The airport is a city-owned public-use airport located at 1000 Mott Airport Road, Mt. Shasta, approximately 5.25 miles southeast of the project site; therefore, there would be no impact.

f) *Less Than Significant Impact*. The proposed project would not result in any modification to Ski Village Drive or N. Mt. Shasta Boulevard that would impair the use of those roadways for emergency access or evacuation use. Installation of the water line extension would be temporary and would not result in roadway closure. As explained in subsection 4.17, Transportation, Response a), traffic volumes generated by the project would be minimal compared to current traffic volumes on local roadways and therefore would not impair access by increasing congestion. Local emergency service organizations in the area have developed an effective and cooperative emergency response system in compliance with the State of California and Federal Emergency Systems. The City of Mt. Shasta Emergency Operations Plan includes preparation checklists and other guidance in case of an emergency or if evacuations are required. The project would not conflict with adopted emergency response or evacuation plans; therefore, impacts would be less than significant.

g) *Less Than Significant Impact*. The City of Mt. Shasta is rated as being in a Very High Fire Hazard Severity Zone (Mt. Shasta 2007). Spring Hill is adjacent to the site's northern boundary and is forested with native vegetation, creating a wildland-urban interface, similar to that which exists adjacent to the site on Ski Village Drive. The project is subject to mandatory compliance with General Plan policies and Mt. Shasta City Fire Department design requirements, standards, and fire flows. The proposed project would include a water line extension between Ski Village Drive and the trailhead parking area to provide necessary fire flow to the mini-storage. Additionally, the provision of all-weather access points for fire apparatus access and evacuation on Ski Village Drive and N. Mt. Shasta Boulevard would reduce potential wildland fire hazards to less than significant. See also Response 4.20, Wildfire.

Mitigation Measures

MM HAZ-1 The applicant shall not be allowed to operate the car wash until the City has issued a final industrial waste discharge permit for the car wash and confirmed via inspection and test results provided by the applicant that the required pretreatment features have been installed and are operating correctly and that the effluent meets required limits specified in the permit. The applicant shall provide the results of routine outfall monitoring to the City as required by the final permit. If the system is not operating in accordance with the permit, the applicant shall be required to implement corrective action to the City's satisfaction, or the City may require that car wash operations are discontinued.

Timing/Implementation: *Prior to and during operation*

Enforcement/Monitoring: *City of Mt. Shasta Public Works Department*

MM HAZ-2 Prior to issuance of a grading permit for the project, the City shall ensure construction plan grading notes includes the following and that the applicant has completed required inspections and data gathering to inform that process:

The project site shall be inspected by Underground Services Alert. The project applicant shall also request information from the Siskiyou County Environmental Health Department (SCEHD) to determine if any septic systems or wells are on-site. If such features are present, they shall be abandoned at the applicant's expense in accordance with SCEHD regulations. In the course of subsurface work such as excavation and trenching, any signs of residual petroleum and other soil contamination (e.g., stained, discolored, or odorous soil) are uncovered, discovered, or otherwise detected or observed, or if previously unknown buried utility features or lines are found, construction activities in the affected area shall cease, and the applicant shall immediately notify the City's Public Works Director and Planning Department.

The Public Works Director and/or Planning Director, in consultation with the SCEHD and Central Valley RWQCB, shall advise the applicant's construction contractor of the appropriate measures for containment, testing, and removal of the suspect material or features, in accordance with federal, state, and local laws and regulations.

Construction work in the affected area shall not resume until the Public Works Director and/or Planning Director, in consultation with SCEHD and/or Central Valley RWQCB, has determined that all required corrective measures have been satisfied.

Timing/Implementation: *Prior to and during grading activities*

Enforcement/Monitoring: *City of Mt. Shasta Public Works Department and Planning Department*

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

OVERVIEW

Surface Water and Runoff

There are no creeks or streams on or adjacent to the project site. There is a roadside ditch maintained by the City for storm drainage along a portion of the southern perimeter of the site beginning just north of the intersection of Ski Village Drive and N. Mt. Shasta Boulevard. The ditch continues along the southernmost part of the site, then turns north paralleling N. Mt. Shasta Boulevard for approximately 500 feet to a storm drain inlet connected to a culvert that runs under the roadway to the west. There are no natural sources of upstream flow into the ditch. It drains only upland areas that do not carry a relatively permanent flow and it is not a tributary to any waterway. Flow in the ditch is generated from precipitation and snow melt and is infrequent and of short duration. This feature does not have ordinary high-water marks, evidence of bed and bank, or a break in upland vegetation that would suggest prolonged water retention. As such, the ditch on the site is not a jurisdictional water regulated under the Clean Water Act.

The property was leveled with fill material to existing grades on-site at some point in the past. As noted in subsection 4.7, Geology and Soils, above, the northern part of the site is underlain primarily by rock and fill while the southern portion contains substantially fill. Prior to the fill placement, there was a drainage swale or low point at the toe of Spring Hill that sloped to the west where surface water flowed under old Highway 99. After that area was filled, it became a flat surface at same elevation as N. Mt. Shasta Boulevard and the railroad tracks to the west. Water that runs into this area from the east is drained under the fill through culverts. The presence of a drainage structure with the outlet culvert pipe at approximately 23 feet below grade further verifies the existence of the historical drainage swale. Based on site reconnaissance of existing drainage patterns and soils data, most—if not all—of the site stormwater runoff accumulates in localized depressions and infiltrates into the underlying soils. There is an extensive interrupted flow pattern between the project site and the nearest downstream receiving water (Big Springs Creek). An existing drainage structure is present on the site that collects stormwater from an existing 24-inch corrugated metal pipe (CMP) storm drain pipe and junctions to an old concrete inlet box and 18-inch CMP storm drain outlet pipe extending under N. Mt. Shasta Boulevard onto UPRR right of way. The existing structure consists of a 30-inch CMP riser with a rim elevation above grade and a drop of approximately 8 feet from the 24-inch CMP inlet to the 18-inch CMP outlet. The 18-inch culvert inlet is buried approximately 20 feet below grade. There is no existing inlet at grade in this structure to collect site stormwater runoff. Based on preliminary analysis, the capacity of the 18-inch culvert is estimated to be 23 cubic feet per second (cfs); however, this does not account for any contribution from off-site tributary drainage areas and associated discharge volumes (Mt. Shasta Engineering 2018).

Big Springs Creek is the closest downstream receiving water from the project site and is located west of N. Mt. Shasta Boulevard and the UPRR tracks. It is an artesian stream that has beneficial public value, flowing by the Mt. Shasta State Fish Hatchery to the confluence with Wagon Creek and Lake Siskiyou. Big Springs Creek is not designated by the state as impaired and is not subject to regulated Total Daily Maximum Loads (TMDLs) for known contaminants (Mt. Shasta Engineering 2018).

Groundwater

The city is supplied water by a combination of spring and well sources with a combined effective capacity of 3.5 to 4.0 million gallons per day (mgd). The primary source of water is Cold Springs, located approximately 2 miles east of the city limits at an elevation of about 4,300 feet. Water from the two natural springs is collected in covered and secured works and transported to the three storage reservoirs at Quail Hill. The springs' yields vary annually and seasonally. As of 2011, the city has four untreated water storage reservoirs totaling approximately 1.7 million gallons.

In the project area, groundwater is present in underlying volcanic rocks, in which fractures and joints provide storage for groundwater in what is referred to locally as the Lower Aquifer System. Overlying the volcanic rocks are alluvial materials (Upper Aquifer System). Recharge to the systems is from rainfall and snowmelt. Discharge of a portion of the water recharged into the Lower Aquifer System occurs at Big Springs, approximately 800 feet west of the project site. The recharge area for the Big Springs area, in which the project site is situated, encompasses approximately 6 to 7 square miles (approximately 3,800 to 4,440 acres) (RCS 2016). Based on site reconnaissance and existing drainage patterns and soils data, most, if not all, of precipitation that falls on the project site accumulates in localized depressions and infiltrates into the underlying soils which consist of fill and underlying native Deetz gravelly loamy sand. No groundwater was found in test pits that were excavated to a depth of 15 feet (Mt. Shasta Engineering 2018; GeoServe 2016).

The project site is south of the Shasta Valley Groundwater Basin defined by the California Department of Water Resources. It is not in a defined basin, and there is no sustainable groundwater management plan prepared pursuant the Sustainable Groundwater Management Act of 2014 that is applicable to the project site.

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact With Mitigation Incorporated*. Construction of the proposed project would involve soil disturbance and use of equipment that could be a source of chemical pollutants and sediment in stormwater runoff. Operation of the proposed project would generate wastewater and stormwater that would contain pollutants that could affect water quality. Potential effects and mitigation to ensure the proposed project would not violate any water quality standards or waste discharge requirements are described below.

Construction

The State Water Resources Control Board (SWRCB) has adopted a General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit) (CAS000002, Waste Discharge Requirements, Order No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ and Order 2012-0006-DWQ). The Construction General Permit applies to any construction activity affecting 1 acre or more. The focus of the permit is to minimize the potential effects of construction runoff on receiving water quality. The permit requires preparation of a SWPPP that identifies best management practices describing erosion control measures. Project proponents are required to submit a notice of intent, a site map, a signed certification statement, an annual fee, and a SWPPP. The permit program is risk-based, wherein a project's risk is based on the project's potential to cause sedimentation and the risk of such sedimentation on the receiving waters. The proposed project would result in more than 1 acre of disturbance and therefore would be required to implement permit requirements, as required under mitigation measure **MM GEO-1.**

The SWPPP must include best management practices to reduce construction effects on receiving water quality by implementing erosion control measures and reducing or eliminating non-stormwater discharges. Examples of typical construction best management practices included in SWPPPs include, but are not limited to, using temporary mulching, seeding, or other suitable stabilization measures to protect uncovered soils; storing materials and equipment to ensure that spills or leaks cannot enter the storm drain system or surface water; developing and implementing a spill prevention and cleanup plan; and installing sediment control devices such as gravel bags, inlet filters, fiber rolls, or silt fences to reduce or eliminate sediment and other pollutants from discharging to the drainage system or receiving waters.

With implementation of mitigation measure **MM GEO-1** during construction, the proposed project would not violate any water quality standards or otherwise substantially degrade surface water or groundwater quality.

Operation

Operation of the proposed project would result in wastewater from the car wash and stormwater discharges from pavement and rooftops. Wastewater and runoff would contain pollutants. However, as described below, surface water and groundwater quality

would not be adversely affected by project operations and therefore would not violate standards because the project has been designed to convey flows to City wastewater and storm drain systems only after pollutant loads have been removed and/or treated on-site.

Car Wash

The car wash would have a specially designed system to provide pretreatment of wastewater generated by car wash operations because the wastewater would contain various products containing chemicals. The car wash area would be graded, designed, and constructed so that all water from the automatic car wash and self-wash bays would be directed towards a self-contained disposal system and engineered wastewater catchment that would be installed underground at the car wash. The car wash floor drain inlets would include sumps for initial grit and sediment removal. All inlets would be plumbed to an underground interceptor tank to provide sand, grease, and oil separation and pretreatment of influent. The tank would be located on the east side of the car wash building and would connect to the sewer line in Ski Village Drive, as shown in **Figure 3.0-11**. No car wash water would be allowed to be conveyed off-site either as wastewater or in stormwater runoff, and the closed system would prevent contaminants from entering groundwater through percolation at the site.

The wastewater interceptor tank would consist of three compartments with passive baffles. Influent would flow through the primary compartment that removes settleable solids, oil and grease. The secondary compartment would provide additional removal of settleable solids, and third compartment would hold the clarified (treated) water for discharge to sanitary sewer. The tank would be water tight and leak-tested after system connections are complete.

The water recycling system equipment would be plumbed into the clarified water compartment and would draw out water as needed for reuse. It would consist of strainers, centrifuge separation, bag filtration, and ozone oxidation. Backwash would be plumbed back into the interceptor tank inlet and primary compartment.

The types of car wash products (solutions and chemicals) that could be used in the car wash would depend on which type of car wash the customer selects. Car wash rinse water may include ozone, basic and acidic cleaning compounds, foaming agents, wax, fragrance, colorants, and grit and debris from cars. The concentrations of certain compounds typically found in commercial car wash wastewater has the potential to affect the City's wastewater treatment plant's ability to comply with its specific effluent discharge limitations established in the plant's permit. The City Public Works Department has determined that the car wash wastewater will require pretreatment before it can be discharged via the self-contained wastewater system to the City's sewer system. The applicant has applied for an industrial waste discharge permit in accordance with MSMC Section 13.56.270. The draft permit is included in **Appendix A**.

If the project is approved, the City will issue the permit for the car wash that has specific numerical and narrative limitations and discharge requirements. The local effluent limitations comprise several metals and various water quality parameters (Table 2, Appendix A). Part 1, Item D of the permit contains a comprehensive list of discharge prohibitions. This will ensure that chemicals used in the car wash process that are discharged to the sewer do not interfere with the operation of the City's wastewater treatment plant or the sewer system. The applicant will not be allowed to operate the car

wash until the City has confirmed via inspection and test results provided by the applicant that the required features have been installed (Part 5 of the permit) and are operating correctly and that the effluent meets required limits.

During operation, the permit requires effluent monitoring and reporting at the applicant's expense to demonstrate compliance with the permit, which are described in Part 2 and Part 3 of the permit. The outfall system would be located in the sewer line between the underground treatment system and the existing sewer in Ski Village Drive. If the system is not operating in accordance with the permit, the applicant would be required to implement corrective action to the City's satisfaction, or the City may require that car wash operations are discontinued. With implementation of mitigation measure **MM HAZ-1** (see subsection 4.9, Hazards and Hazardous Materials, above), which requires the project applicant to obtain the final industrial waste discharge permit from the City prior to car wash operations, the car wash component of the project would not violate applicable water quality standards.

Stormwater Runoff

The project applicant has prepared and submitted to the City a preliminary drainage plan that identifies the types of features that would be used to control the rate and amount of runoff on the project site as well as providing for treatment of pollutants that would be in runoff (Mt. Shasta Engineering 2018).[3]

Site stormwater would be collected through underground storm drain pipe networks and detained (or retained) with underground infiltration chamber systems prior to conveyance towards the City's storm drain pipe on the west side of the site. The system would be designed to ensure that flows discharged to the City's drainage system would remain at or below a calculated pre-development condition. Building roof drainage would be conveyed either at the surface or in downspouts and underground drain pipe to proposed storm drain pipe networks and detention systems. As described above, stormwater from the car wash facility would be maintained separate from the wastewater collection system so that contaminants from car wash bays are not mixed with stormwater. All car wash bays would be covered, and final site grading would provide the delineation between stormwater runoff and car wash recycling system influent. No untreated stormwater from the project site would be allowed to flow untreated towards Big Springs or infiltrate into groundwater at the site.

In addition to the underground detention system, pretreatment structures are proposed to contain and remove first flush contaminants and sediments from the detention basin. Pretreatment is commonly recommended by design professionals to extend the service life and reduce maintenance requirements on downstream facilities due to sedimentation. Pretreatment is also used to satisfy water quality requirements. Proposed pre-treatment structures for detention systems include catch basin/manhole inlets with properly designed sumps and weir controls to divert low flows and first flush stormwater into an "Isolator" row with high flow bypass into the detention system.

[3] The drainage study (*CEQA Drainage Study, Commercial Site Development*) is available for public review during normal business hours at Mt. Shasta Planning Department, 305 N. Mt. Shasta Boulevard, Mt., Shasta, CA.

As alternatives to the above, an isolation chamber pretreatment device could be installed. An isolation chamber is a plastic chamber, similar to the infiltration chambers used for detention, that is completely wrapped in filter fabric to contain first flush contaminants and sediments. The isolation chamber also provides for detention storage volume and an accessible containment surface that can be easily cleaned with storm drain vacuum equipment through the access manhole. Alternatively, a stormwater interceptor or similar underground tank structure that provides for oil separation and sedimentation can be incorporated, in lieu of an isolator row, to provide stormwater pretreatment as a best management practice (BMPs).

Low-impact development (LID) features can provide pretreatment to help achieve water quality objectives and additional storage volume to reduce structural requirements for stormwater detention systems. Although LID features are limited because of the amount of impervious surface that would be created, some features may be incorporated into final design such as curb cuts along the landscaped edges where feasible that drain into infiltration trenches that can be designed to retain stormwater. Also, vegetated swales may be used to provide pretreatment and detention of stormwater while reducing underground storage requirements. These types of LID design features incorporated into landscaped areas would reduce the corresponding size of underground detention systems.

Prior to issuance of a grading permit for the project, as required under mitigation measure **MM HYD-1**, the applicant must submit the final grading plan, which the City will review to ensure it meets City standards for stormwater flow sizing and water quality treatment features and shows precise details of the plan. With implementation of mitigation measure **MM HYD-1**, stormwater runoff from the proposed project would not violate applicable water quality standards and therefore would not have an adverse effect on local surface water or groundwater quality.

b) *Less Than Significant Impact*. The City of Mt. Shasta would be the water provider for the proposed project. City supplies consist of spring and well sources that have a combined effective capacity of 3.5 to 4.0 mgd. The auto-wash would include a reclaimed water system, which would reduce water use. The combined demand from the auto-wash and self-wash stations would be approximately 423,400 gallons per year. This would be less than 0.01 percent of the overall city water demand in 2030. During normal and dry years there would be sufficient supply, and in drought years the proposed project would be subject to mandatory water use restrictions. Therefore, the proposed project would have a negligible effect on groundwater supplies. Approximately 78 percent of the site would be covered with impervious surfaces (Mt. Shasta Engineering 2018), with the remaining 22 percent used for landscaping and snow removal areas. The increase of impervious surface would decrease the on-site rate of groundwater recharge. The reduction of approximately 2.2 acres of recharge potential would represent less than 0.04 percent of the total recharge area for Big Springs, which is inconsequential. As noted above, there is no sustainable groundwater management plan that is applicable to the proposed project. Therefore, the proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. In addition, the proposed project would not have an adverse effect on groundwater quality because car wash wastewater would be collected in a separate on-site system and discharged to the City's wastewater treatment plant in accordance with an industrial waste discharge permit approved by the City. Stormwater runoff from the site would not enter the discharge area for Big Springs because

the project would include water quality treatment features in the storm drainage system, as described in Response a), above. The impact would be less than significant.

c.i) *Less Than Significant Impact With Mitigation Incorporated*. The project site does not contain any natural surface water features. As noted above, most of the site stormwater runoff accumulates in localized depressions and infiltrates into the underlying soils. As such, site development would not substantially alter drainage patterns that would, in turn, cause erosion or siltation off-site over the long term. During construction when soils are disturbed and could be subject to temporary wind or water erosion, the project applicant would be required to implement BMPs identified in the SWPPP to minimize soil erosion during construction activities (mitigation measure **MM GEO-1**). Compliance with existing regulations developed to minimize erosion and siltation would reduce this impact during construction to a less than significant level. Following completion of the project, the site would be covered with impervious surfaces and landscaping and would include an on-site stormwater system. With such features, the project would not be a source of siltation or erosion on- or off-site.

c.ii,iii) *Less Than Significant Impact With Mitigation Incorporated*. The proposed project would convert the undeveloped site to one covered with buildings and paving. The resulting increase in impervious surface would increase stormwater flows to local drainage systems compared to existing conditions. The applicant has submitted a preliminary drainage study and site plan for the stormwater drainage system for the project, which is shown in **Figure 3.0-12**. Site stormwater would be collected through underground storm drain pipe networks and detained (or retained) with underground infiltration chamber systems prior to conveyance towards the City's storm drain pipe on the north side of the site on N. Mt. Shasta Boulevard. Building roof drainage would be conveyed either at the surface or in downspouts and underground drain pipe to proposed storm drain pipe networks and detention systems. Stormwater from the car wash facility would be maintained separate from the wastewater collection system so that flows from car wash bays are not mixed with stormwater. The drainage structures would consist of precast concrete catch basins and storm drain pipe networks connected to detention system inlets, storm drain manhole/catch basin inlets with sumps and weir controls to channel first flush and low flows into isolation chambers for pre-treatment and high flows to main detention basins, and an underground infiltration chamber detention system configured with metered pipe outlets for final discharge. The system would be designed to ensure that flows discharged to the City's system would remain at or below a calculated pre-development condition.

Stormwater discharged from the on-site drainage system is proposed to be conveyed to the City's 18-inch CMP culvert under along N. Mt. Shasta Boulevard. The calculated 100-year metered discharge from the on-site detention systems could add 4.5 cfs of flow to the culvert, which is approximately one-fifth of the culvert's full flow capacity of 23 cfs. The proposed project's flows in combination with flows from off-site tributary drainage areas could exceed the 23 cfs capacity, which could also result in backwater flows that could cause flooding. This potentially significant impact can be reduced to less than significant with implementation of mitigation measure **MM HYD-1**, which requires that the capacity of the 18-inch CMP culvert to convey the combined project and off-site tributary flows be verified as part of the final design for the project's drainage system or if there is not adequate capacity, the on-site drainage system must be redesigned to provide for retention of all stormwater from the 100-year design storm without connecting to the 18-inch culvert.

The preparer of the preliminary drainage study (Mt. Shasta Engineering) has stated that the storm drainage improvements and requirements identified in its study are feasible to

construct, operate, and maintain as currently configured and has certified that there will be no impacts to downstream or adjacent properties due to stormwater from the proposed project if the drainage design requirements detailed in the study are properly implemented.

c.iv) *No Impact*. There are no natural watercourses on or near the project site. The nearest mapped floodplain is the shore of Lake Siskiyou and a narrow fringe area along the Sacramento River (FEMA 2011). Therefore, the project would not impede or redirect flood flows. There would be no impact.

d) *No Impact*. The Federal Emergency Management Agency has not mapped floodplains in the City of Mt. Shasta or at the project site, and the site is not at risk of flooding from inundation or seiche hazard from Lake Siskiyou. The site is inland and therefore tsunami would not pose a hazard. Therefore, the proposed project would not create conditions in which such flood inundation hazards could result in a release of pollutants. There would be no impact.

e) *Less Than Significant Impact with Mitigation Incorporated*. The applicable water quality control plan is the Water Quality Control Plan for the Sacramento River and San Joaquin River Basins (Basin Plan), which contains narrative and numerical standards and objectives for ensuring beneficial uses of surface water and groundwater are maintained. The proposed project would generate wastewater from the car wash and stormwater runoff that would pollutants that could affect water quality. However, with implementation of mitigation measures **MM HAZ-1** (industrial waste discharge permit) and **MM HYD-1** (final drainage plan), the proposed project would not result in a release of pollutants that would conflict with or obstruct implementation of the Basin Plan, and the impact would be reduced to less than significant. There is no sustainable groundwater management plan that is applicable to the project.

Mitigation Measures

MM HYD-1 The applicant shall prepare and submit a final drainage study and plan to the City for review and approval that identifies the specific drainage and stormwater runoff water quality treatment features identified in the *CEQA Drainage Study, Commercial Site Development* (Mt. Shasta Engineering 2018). The applicant shall not be allowed to operate the project until City staff have verified the final design features have been installed and are operating correctly.

The final drainage plan shall provide evidence the 18-inch CMP culvert on N. Mt. Shasta Boulevard will have adequate capacity to convey the project's flows in combination with off-site tributary discharges to the culvert. The evaluation and analysis of culvert capacity shall be performed at the applicant's expense and in coordination with City of Mt. Shasta Public Works staff. If it is determined the existing culvert does not have adequate capacity, the project's drainage plan shall be redesigned to provide for retention of all stormwater from the 100-year design storm without connection to the 18-inch culvert. Redesign, if necessary, shall be submitted to the City for review and approval.

The final drainage study and plan shall also include a monitoring program that provides for periodic measurements of the quantity (rate and volume) and composition of stormwater flows to the City's system, to be performed at the

applicant's expense, to demonstrate the system is functioning as approved. The results of water quality monitoring shall also be used to document that there are no illicit discharges to the storm drain system.

The applicant shall be responsible for long-term maintenance of the on-site storm drain system and any repairs should the system be found to not operate in accordance with approved final design.

Timing/Implementation: *In conjunction with grading permit application (final drainage plan) and during operation (long-term maintenance)*

Enforcement/Monitoring: *City of Mt. Shasta Planning Department*

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

OVERVIEW

The City of Mt. Shasta General Plan guides current and future growth in the city. The Land Use Element designates land use designations for properties in the city and outlines goals and policies concerning development and use of that land. In concert with the General Plan, the Land Development Code (zoning code) establishes zoning districts in the city and specifies allowable uses and development standards for each district. Under state law, each jurisdiction's zoning code must be consistent with its general plan.

The proposed project site is designated as Commercial Center (CC) in the City of Mt. Shasta General Plan. CC lands are those identified for development with businesses that generally require customer traffic in order for the business to be successful. CC land uses are not limited in terms of scope of business, class of customers, or the basis of products offered.

The proposed project site is zoned C-2 (General Commercial). The C-2 zoning district is intended to serve as the commercial land use district for areas outside of the city's downtown commercial area. The C-2 zone achieves multiple land use goals for the business community. The following uses are permitted in the C-2 district: retail business establishments within a building and land uses which conform to the purpose of the district, and which in the judgment of the planner are consistent with the purpose of the district. Retail business establishments where the use is not conducted totally within a building are permitted in the district upon approval of a conditional use permit. Fences, walls, and signs are permitted in the C-2 district as a use accessory to the primary permitted or conditional use.

Each of these aforementioned planning-related issues will be addressed by City staff in the Staff Report for the proposed project, which will be before the Planning Commission for use in its consideration of the project.

A detailed analysis of a project's consistency with every policy in the General Plan is not required under CEQA. The question to be answered is whether a project would conflict with a plan, policy, or regulation adopted "for the purpose of avoiding or mitigating an environmental effect." Further, as stated in CEQA Guidelines Section 15358(b), "effects analyzed under CEQA must be related to a physical change." A policy inconsistency is considered to be a significant adverse environmental impact only when it conflicts with a policy adopted for the purpose of avoiding or mitigating an environmental effect, and it is anticipated that the inconsistency would result in a significant adverse physical impact (based on the established significance criteria). Thus, the policies of the General Plan that are considered in this document are limited to those directed at avoiding or mitigating environmental effects. Policies that are not related to environmental issues will be addressed by the Planning Commission during the decision-making process based on information provided by City staff. Moreover, while this document considers the project's consistency with applicable policies of the City of Mt. Shasta General Plan concerning environmental matters pursuant to CEQA Section 15125(d), the Planning Commission will ultimately make the determination of the project's consistency with the General Plan for all relevant policies.

DISCUSSION OF IMPACTS

a) *No Impact*. The proposed project site is located in an area with existing commercial and residential development and is zoned for commercial development. The nearest residences are adjacent to the site along Road No. 2M16 (entrance to the Spring Hill Trail parking area) and across the street just north of the intersection with Ski Village Drive. While there are residential and undeveloped lands in the proposed project's vicinity, the site and surrounding residential parcels are designated and identified for development of commercial uses. The site is accessible by existing roadways and would not result in the construction of new roadways that would physically divide an existing community or remove or impair access to existing communities. Therefore, the project would not divide an established community and there would be no impact.

b) *Less Than Significant Impact with Mitigation Incorporated*. General Plan policies, zoning regulations, and other applicable plans that are applicable to the proposed project for purposes of mitigating an environmental effect are identified, as appropriate, in the technical sections of this document. Those policies, regulations, and/or plans are identified in subsection 4.1 (Aesthetics), subsection 4.3 (Air Quality), subsection 4.4 (Biological Resources), subsection 4.5 (Cultural Resources), subsection 4.7 (Geology and Soils), subsection 4.9 (Hazards and Hazardous Materials), subsection 4.10 (Hydrology and Water Quality), subsection 4.13 (Noise), subsection 4.17 (Transportation), and subsection 4.19 (Tribal Cultural Resources). Mitigation measures are identified in each of these sections to ensure compliance with policies, regulations, and plans, as appropriate to reduce potential impacts. With mitigation, the proposed project would be consistent with relevant plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect. For those topics where there is an applicable policy but would not result in an environmental effect, those issues are noted.

Mitigation Measures

None required beyond mitigation measures MM AES-1 through MM AES-4, MM AIR-1, MM CUL-1 and MM CUL-2, MM GEO-1 and MM GEO-2, MM HAZ-1 and MM HAZ-2, MM HYD-1, MM NOI-1 through MM NOI-4, MM TRA-1 and MM TRA-2, and MM TCR-1.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.12 MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

OVERVIEW

There are no active mines on the proposed project site or in the immediate vicinity. The nearest mine is the Spring Hill Mine, which is located within the city limits approximately 1.5 miles northwest of the project site. The Upton Pit is an aggregate mine located outside the city limits on the west side of Interstate 5 and south of Abrams Lake Road. The Upton Pit facility also imports and processes aggregate from the Spring Hill Mine. The Upton Pit facility includes a concrete batch plant and crushing, screening, and washing facilities.

DISCUSSION OF IMPACTS

a) *No Impact*. There are no publicly known or economically viable deposits of precious metals or other mineral resources on or in the immediate vicinity of the proposed project site. The State of California does not identify the City of Mt. Shasta as an area with mineral deposits of local or statewide significance (Mt. Shasta 2007). The proposed project would not result in the loss of availability of a known valuable mineral resource, and there would be no impact.

b) *No Impact*. The only noteworthy mineral resource in the City of Mt. Shasta is aggregate. The project site is not considered a mineral resource recovery site in the Mt. Shasta General Plan. Therefore, there would be no impact.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.13 NOISE. Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance or of applicable standards of other agencies?	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or a public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

OVERVIEW

Noise is generally defined as sound that is loud, disagreeable, or unexpected. The selection of a proper noise descriptor for a specific source is dependent on the spatial and temporal distribution, duration, and fluctuation of the noise. The noise descriptors most often encountered when dealing with traffic, community, and environmental noise include the average-hourly noise level (in L_{eq}) and the average-daily noise levels (in L_{dn}/CNEL).

Noise can be generated by a number of sources, including mobile sources, such as automobiles, trucks, and airplanes, and stationary sources, such as construction sites, machinery, and industrial operations. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Mobile transportation sources, such as highways, and hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of 3.0 dBA (A-weighted decibels) per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance from the source. Noise generated by stationary sources typically attenuates at a rate of approximately 6.0 to 7.5 dBA per doubling of distance from the source (EPA 1971).

Sound levels can be reduced by placing barriers between the noise source and the receiver. In general, barriers contribute to decreasing noise levels only when the structure breaks the "line of sight" between the source and the receiver. Buildings, concrete walls, and berms can all act as effective noise barriers. Wooden fences or broad areas of dense foliage (at least can also reduce noise, but they are less effective than solid barriers.

In order to quantify existing ambient noise levels in the project area, Michael Baker International conducted four short-term noise measurements on April 21, 2017. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the project site. The 10-minute measurements were taken between 11:15 a.m. and 12:30 p.m. Short-term (L_{eq}) measurements are considered representative of the noise levels throughout the day.

The average noise levels and sources of noise measured at each location are listed in **Table 4.13-1.** The recorded minimum noise levels (L_{min}) were less 50 dBA and at some locations below 45 dBA, but also were as high approximately 82 dBA. As such, there is a wide range in noise levels in the immediate vicinity of the project site. Traffic noise levels were also estimated based on traffic volume data in the vicinity using the Federal Highway Administration (FHWA) noise prediction model. Model assumptions and results are provided in **Appendix D.** Modeled noise levels along Ski Village Drive from N. Mt. Shasta Boulevard to Everitt Memorial Highway are approximately 50 dBA, with modeled noise levels less than 53 dBA along N. Mt. Shasta Boulevard to the west and are within the range of measured noise levels.

TABLE 4.13-1
EXISTING NOISE MEASUREMENTS

Site No.	Location	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)	Time
1	Southwest property line of the house adjacent to the project site	53.8	47.4	63.9	11:28 a.m.–11:38 a.m.
2	East side of project site; southeast property line of house adjacent to the project site	54.8	43.5	68.3	11:41 a.m.–11:51 a.m.
3	Southwest corner of project site; intersection of N. Mt. Shasta Blvd. and Ski Village Dr.	67.7	49.5	81.8	11:53 a.m.–12:03 p.m.
4	West side of project site along N. Mt. Shasta Blvd.	67.6	43.4	79.7	12:07 p.m.–12:17 p.m.

*Note: See **Appendix D** for noise measurement data.*

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact With Mitigation Incorporated*. The proposed project would be a source of noise and vibration during construction and a source of noise from on-site activities and off-site traffic during operation.

Construction

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. Although noise ranges are generally similar for all construction phases, the initial site preparation phase tends to involve the most heavy-duty equipment having a higher noise-generation potential. Noise levels associated with individual construction equipment are summarized in **Table 4.13-2**.

TABLE 4.13-2
TYPICAL CONSTRUCTION EQUIPMENT NOISE LEVELS

Equipment	Typical Noise Level (dBA) at 50 Feet from Source	
	L_{max}	L_{eq}
Air Compressor	80	76
Backhoe/Front-End Loader	80	76
Compactor (Ground)	80	73
Concrete Mixer Truck	85	81
Concrete Mixer (Vibratory)	80	73
Concrete Pump Truck	82	75
Concrete Saw	90	83
Crane	85	77
Dozer/Grader/Excavator/Scraper	85	81
Drill Rig Truck	84	77
Generator	82	79
Gradall	85	81
Hydraulic Break Ram	90	80
Jackhammer	85	78
Impact Hammer/Hoe Ram (Mounted)	90	83
Pavement Scarifier/Roller	85	78
Paver	85	82
Pneumatic Tools	85	82
Pumps	77	74
Truck (Dump/Flat Bed)	84	80

Source: FTA 2006

As shown in **Table 4.13-2**, noise levels associated with individual construction equipment used for typical construction projects can reach levels of up to approximately 83 dBA L_{eq} at a distance of 50 feet. Noise generated by stationary sources typically attenuates at a rate of approximately 6.0 dBA per doubling of distance from the source. Since the nearest sensitive receptor is adjacent to the project site, it is expected that noise levels at this residence will reach levels higher than 83 dBA L_{eq}.

The City of Mt. Shasta does not have quantitative noise limits for construction activities within the city limits. Per Policy NZ-1.8(c) of the City's General Plan, noise associated with construction activity between the hours of 7 a.m. and 5 p.m. is exempt from the City's noise standards. Construction activity outside of this period may exceed the cited standards if an exemption is granted by the City to cover special circumstances (Mt. Shasta 2006). In order to ensure construction will take place during hours in which construction noise is exempt from the City's standards and noise is reduced during construction, mitigation measure **MM NOI-1** is required to reduce impacts to a less than significant level.

Operation

The proposed project would result in the generation of noise from different sources, including on-site operations (car wash units and on-site traffic) and off-site traffic. The primary potential stationary noise sources related to long-term operation of the proposed car wash would be the dryer in the automatic car wash and the vacuum stations.

The closest sensitive receptor to the automatic car wash is the single-family residence approximately 85 feet to the north at the property line. Per specifications provided by Dryer Pros (2016; included in Appendix D), the 3-nozzle dryer will generate a noise level of approximately 70 dBA at a distance of 80 feet. Based on an attenuation rate of 6 dBA per doubling of distance from the source, the nearest sensitive receptor could experience a noise level of approximately 70 dBA at the property line while the car wash dryer is in use. The next closest sensitive receptor is a two-story residential building approximately 160 feet northeast. The noise level at that receptor could be approximately 64 dBA. The noise level for the nearby sensitive receptors north and northeast of the proposed car wash is predicted to exceed the City's non-transportation daytime noise standard of 50 dBA for residential uses (Mt. Shasta 2006a), and therefore mitigation would be required. Because the car wash would not operate after 10:00 p.m., the City's 45 dBA nighttime standard would not be exceeded. In addition, MSMC Section 18.70.080.E requires that mechanical equipment must be screened to mitigate noise and views from all sides. If roof-mounted, the screen must be designed to conform architecturally to the design of the building either with varying roof planes or with parapet walls. A wood fence or similar treatment is not acceptable.

Under **MM NOI-2**, consistent with General Plan Implementation Measure NZ-1.2(a) and Policy NZ-1.7 requirements that methods to achieve noise standards are included in project design, the applicant would be required to implement noise attenuation for the car wash, which could include installing automatic entrance and exit doors on the car wash that operate immediately when the car wash is in use, using quieter dryers, or installing a noise barrier to the north and east. The use of automatic car wash doors can reduce noise levels substantially. Under any option, prior to the City's issuance of an occupancy permit, the applicant would be required to demonstrate that the resulting noise levels from implementing one of these options does not exceed the City's 50 dBA standard at residential properties. With mitigation, the impact would be less than significant with mitigation incorporated.

Typical self-service vacuum units generate approximately 72 dBA at a distance of 10 feet. As a conservative estimate, assuming each of the four vacuum units operate for five 4-minute cycles in a busy hour, the vacuum station-generated noise would be 73 dBA at a distance of 10 feet if all four units operated simultaneously (Brennan 2017). The vacuum stations would be located approximately 135 feet south of the property line of the existing single-family residence to the north. At this distance, the noise level could be approximately 50.4 dBA. At the two-story residential building to the northeast, which is also approximately 135 feet away, the noise level could be approximately 50.4 dBA. At the single-family residence on the east side of Ski Village Drive to the southeast (approximately 145 feet), the noise level could be 49.8 dBA. If only one unit closest to any receptor is used, the noise level would be approximately 49.4 dBA. The noise level for these nearby sensitive receptors could minimally exceed the City's 50 dBA daytime standard. Because this is a conservative estimate and assumes simultaneous operation, which would be infrequent and intermittent, it is possible noise levels could be less than 50 dBA overall. Under mitigation measure **MM NOI-3**, monitoring noise levels prior to and during project

operation and adding noise attenuation features to the vacuums if noise levels exceed 50 dBA, would reduce this potential impact to less than significant. This would also ensure the project is consistent with the noise design requirement under Implementation Measure NZ-1.2(a) and Policy NZ-1.7. The nighttime noise standard would not be exceeded because the project would not operate after 10:00 p.m.

Both mitigation measures **MM NOI-2** and **MM NOI-3** include a provision for nearby residents to report car wash noise problems to the City and for the City to require corrective action by the applicant if necessary, as required under Policy NZ-1.8 and its corresponding Implementation Measure NZ-1.8(a).

Potential stationary noise sources related to long-term operation of the proposed storage facility would also include vehicles on the project site. The most continuous noise source would be from automobile movements. Automobile movements in single-family residential neighborhoods typically generate a maximum noise level of approximately 58.1 dBA at a distance of 50 feet. The automobile movements associated with self-storage facilities are similar to a single-family residential neighborhood, with the exception that such movements are slower and thus quieter. Accordingly, project-generated vehicle noise within the proposed project site would not exceed the City's traffic noise standards of 60–65 dBA for residential land uses (Mt. Shasta 2006). Therefore, the impact for on-site vehicle noise from the mini-storage facility would be less than significant.

In addition to on-site vehicle noise, project operation for both the mini-storage facility and the car wash would result in additional traffic on adjacent roadways. According to the 2013 California Department of Transportation (Caltrans) Technical Noise Supplement to the Traffic Noise Analysis Protocol (Caltrans 2013a), doubling of traffic on a roadway would result in an increase of 3 dB (a barely perceptible increase). The proposed project's modeled noise increase from project-generated traffic is estimated to be 52 dBA along Ski Village Drive and less than 54 dBA along N. Mt. Shasta Boulevard (model results included in **Appendix D**). The increase would be less than 2 dBA, which would not be perceptible. In addition, the resulting noise levels would be within the range of ambient noise levels measured at the site. With the addition of project-generated traffic noise, the modeled noise levels would also be less than the City's noise standards for transportation sources established in Table 7-6 in the General Plan. Because the project would not operate between 10:00 p.m. and 7:00 a.m., there would be no noise generated by project traffic when the ambient noise levels would be less than 50 dBA. Therefore, the proposed project would not result in a temporary or permanent increase in ambient noise levels that would be substantial compared to existing conditions. Because the increase would not be substantial under existing conditions, it would also not be substantial under cumulative conditions. The impact for traffic-related operational noise would be less than significant.

b) *Less Than Significant Impact*. Project construction would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. Vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. Because the City of Mt. Shasta does not have established vibration standards, this evaluation uses Caltrans's (2013b) recommended standard of 0.25 inches per second peak particle velocity (PPV) with respect to the prevention of structural damage for normal buildings. This is also the level at which vibrations may begin to annoy people in buildings. **Table 4.13-3** lists vibration levels for typical construction equipment.

TABLE 4.13-3
TYPICAL CONSTRUCTION EQUIPMENT VIBRATION LEVELS

Equipment Type	Peak Particle Velocity at 25 Feet (inches per second)
Large Bulldozer	0.089
Caisson Drilling	0.089
Loaded Truck	0.076
Rock Breaker	0.059
Jackhammer	0.035
Small Bulldozer/Tractor	0.003
Large Vibratory Roller	0.210

Source: FTA 2006; Caltrans 2013b

The nearest structure to any of the construction areas is the existing residence between the mini-storage and car wash parcels. Based on the vibration levels listed in **Table 4.13-3**, groundborne vibration generated by heavy-duty equipment (large vibratory roller used for paving) could be approximately 0.2 inches per second PPV at 30 feet. Therefore, predicted vibration levels at the nearest residence could exceed the recommended standard for structural damage or human annoyance of 0.25 inches per second PPV. With implementation of mitigation measure **MM NOI-4**, construction vibration would be reduced to less than 0.2 inches per second PPV. Once operational, the project would not be a source of groundborne vibration. Impacts would be less than significant.

c) *No Impact*. The project site is approximately 5.25 miles northwest of the Dunsmuir Municipal–Mott Airport. Therefore, the project site is not within 2 miles of a public airport or a public use airport, and no impacts would occur.

Mitigation Measures

MM NOI-1 Construction activity shall be limited to the hours between 7 a.m. and 5 p.m., per the requirements of Mt. Shasta General Plan Policy NZ-1.8(c).

In order to reduce construction noise, during the site preparation and grading/excavation phases, the applicant shall install a temporary noise barrier or enclosure around the residential parcel adjoining the mini-storage and car wash parcels to break the line of sight between the construction equipment and the adjacent residence. The temporary noise barrier shall have a sound transmission class (STC) of 35 or greater in accordance with American Society for Testing and Materials (ASTM) Test Method E90, or at least 2 pounds per square foot to ensure adequate transmission loss characteristics. In order to achieve this, the barrier may consist of steel tubular framing, welded joints, a layer of 18-ounce tarp, a 2-inch-thick fiberglass blanket, a half-inch-thick weatherwood asphalt sheathing, and 7/16-inch sturdy board siding. In addition, to avoid objectionable noise reflections, the source side of the noise barrier shall be lined with an acoustic absorption material meeting a noise reduction coefficient rating of 0.70 or greater in accordance with ASTM Test Method C423.

Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shroud, in accordance with manfacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.

When not is use, motorized construction equipment shall not be left idling for less than five minutes.

Timing/Implementation: *During construction*

Enforcement/Monitoring: *City of Mt. Shasta Planning Department*

MM NOI-2 Prior to operation, the project applicant shall provide a report prepared by a qualified noise consultant that presents the results of noise monitoring at the automatic car wash. If the noise level exceeds the City's 50 dBA daytime standard at the property line of the single-family residence immediately north or at the two-story building to the northeast, the applicant shall implement one of the following, or equally effective, noise-reducing measures prior to project operation: (a) install entrance and exit doors on the automatic car wash that operate when the car wash is in use; or (b) use a dryer system that will reduce noise levels to 50 dBA or less at the residential property lines; or (c) install a permanent 6-foot noise barriers along the side adjoining the residential property to the north along and along the east side along the Road No. 2M16 and Ski Village Drive roadway frontages. Such barriers shall be constructed of CMU block, or material of similar density and use, with no visible gaps between construction materials or at the base of the wall. Additionally, any barrier along the project frontage shall be designed to visually blend with the perimeter fencing. The project applicant shall demonstrate that the barriers are sufficient to achieve the City's 50 dBA daytime noise standard.

Under any option, noise monitoring shall be performed by a qualified professional at the applicant's expense prior to project operation to demonstrate the resulting noise level is less than 50 dBA. If monitoring shows levels are not reduced, another method for noise reduction shall be used or if the City's 50 dBA cannot be achieved, the automatic car wash shall not be used.

Such noise monitoring shall also account for simultaneous operation of the vacuum stations with the auto wash. If the City's 50 dBA noise standard is not achieved and/or the City receives complaints from nearby residences about noise, the applicant shall take corrective action to reduce noise levels to the City's satisfaction.

Timing/Implementation: *Prior to issuance of occupancy permit and during operation*

Enforcement/Monitoring: *City of Mt. Shasta Planning Department*

MM NOI-3 Prior to operation, the project applicant shall provide a report prepared by a qualified noise consultant that presents the results of noise monitoring at the vacuum station with all four units in use. If the noise level exceeds the City's 50 dBA daytime standard at the property line of the single-family residence

immediately north, at the two-story building to the northeast, or the single-family residence to the east, the applicant shall implement one of the following, or equally effective, noise-reducing measures prior to project operation: (a) install mufflers or similar noise attenuation on the vacuum stations; (b) use vacuum units that produce less noise; or (c) install a noise barrier to the north and/or east as necessary. Under any option, noise monitoring shall be performed at the applicant's expense to demonstrate the resulting noise level is less than 50 dBA. If monitoring shows levels are not reduced, another method for noise reduction shall be used or if the City's 50 dBA cannot be achieved, the vacuum station shall not be used.

The applicant shall provide the City the results of noise monitoring by a qualified professional demonstrating compliance with the 50 dBA daytime standard. Such noise monitoring shall also account for simultaneous operation of the vacuum stations with the auto wash. If the City's 50 dBA noise standard is not achieved and/or the City receives complaints from nearby residences about noise, the applicant shall take corrective action to reduce noise levels to the City's satisfaction.

Timing/Implementation: *Prior to issuance of occupancy permit and during operation*

Enforcement/Monitoring: *City of Mt. Shasta Planning Department*

MM NOI-4 Project conditions of approval shall specify that vibratory rollers shall not be used in dynamic mode (i.e., rolling motion only with no vibration) within 30 feet of a residential structure. Other vibratory compaction methods such as plate compactors are acceptable.

Timing/Implementation: *During construction*

Enforcement/Monitoring: *City of Mt. Shasta Planning Department*

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

OVERVIEW

The proposed project site is zoned for commercial development and surrounded by limited commercial and residential land uses. There are no residences on the project site. The nearest residences are adjacent to the site's eastern boundary, along Road No. 2M16 (entrance to the Spring Hill Trail parking area) and across the street just north of the intersection with Ski Village Drive.

DISCUSSION OF IMPACTS

a) *No Impact*. The project site is vacant land planned for commercial development, and no new roads or extensions of existing roads are proposed or required. The project does not include the construction of any new homes and would connect to existing city utilities. The proposed mini-storage and car wash are self-service and would not require a large number of employees who would need housing. The project would connect to existing city infrastructure and would not require additional roads to access or service the site. There would be no impact.

b) *No Impact*. The project would not involve the removal or relocation of any housing and would therefore not displace any people or necessitate the construction of any replacement housing. There would be no impact.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.15 PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☐	☒
d) Parks?	☐	☐	☐	☒
e) Other public facilities?	☐	☐	☐	☒

OVERVIEW

Fire Protection

The Mt. Shasta City Fire Department provides fire protection and emergency medical services in the city and thus to the project site. The closest fire station is located at 305 N. Mt. Shasta Boulevard, approximately 2.5 miles southeast of the project site. The Fire Department is made up of 5 paid staff, 14 volunteers, and 4 explorers, under the leadership of a full-time chief. Its two fire stations house four

pumpers and a rescue unit, and the department responds to about 1,400 fire and medical emergency calls per year. The department is a partner with all of the other fire protection agencies in Siskiyou County via a mutual aid agreement. It also works cooperatively with the US Forest Service, the California Department of Forestry and Fire Protection (Cal Fire), and other fire agencies to reduce fire threats to the community from adjacent forest and wildland areas.

Police Protection

The Mt. Shasta Police Department provides police, law enforcement, animal control, patrol, and community services. The department is located at 303 N. Mt. Shasta Boulevard, approximately 2.5 miles southwest of the proposed project site.

Schools

Public schools in the City of Mt. Shasta include Mt. Shasta Elementary School, located at 501 Cedar Street, which serves 260 students in transitional kindergarten through third grades; Sisson School, located at 601 E. Alma Street, which serves approximately 300 students in fourth through eighth grades; Mount Shasta High School, which serves approximately 330 students, located at 710 Everitt Memorial Highway; and Chestnut Preschool, located at 522 Chestnut Street.

Parks

The headquarters of the Mt. Shasta Recreation & Parks District is located at 1315 Nixon Road, in the rustic, 26-acre Mt. Shasta City Park, approximately 0.25 mile southwest of the project site. Park facilities include picnic areas, playgrounds, and five public buildings. The headwaters for the Sacramento River are located in the park. Shastice Park, located at 800 Rockfellow Drive, encompasses 38 acres, 14 of which are developed. The park includes tennis courts, a lighted softball field, a playground, a multi-use field, walking trails, the outdoor Siskiyou Ice Rink, the Mt. Shasta Skateboard Park, and mountain bike trails.

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact*. The City of Mt. Shasta is rated as being in a Very High Fire Hazard Severity Zone (Mt. Shasta 2007). All property owners in this zone are required to comply with the requirements of Government Code Section 51182, which include the maintenance of at least 100 feet of defensible space around structures or the clearing of all flammable vegetation on-site. Projects must be designed to minimize the likelihood of fires spreading outward from a structural fire. As required by the City, the project includes a 320-foot-long water line extension along Road No. 2M16 from Ski Village Drive for emergency fire flow for the mini-storage. The Mt. Shasta City Fire Department would provide fire protection services to the project. The project would not require the construction or alteration of existing fire department facilities to meet fire suppression service or emergency response times. Mandatory compliance with State of California code and City of Mt. Shasta Fire Department design and fire flow requirements would ensure fire service–related impacts are less than significant.

b) *Less Than Significant Impact.* The proposed project would not adversely affect police or law enforcement services. The proposed project's operating hours would be from 7:00 a.m. to 10:00 p.m. The mini-storage would include building-mounted exterior security lighting, perimeter fencing, and a gate to deter unlawful activities. The car wash would not be operable after 10:00 p.m. These measures would reduce the need for police-related services. The project would have a less than significant impact.

c) *No Impact*. The proposed project includes a self-service mini-storage and a car wash, and employees are anticipated to live in the city or nearby. As such, the project would not result in an increase in housing or population, or a substantial number of employees in the city that would require additional educational facilities. Therefore, there would be no impact.

d) *No Impact*. The proposed project would not result in an increase in housing or population in the city that would require additional recreational facilities. The proposed project would not result in the removal of any portion of the Spring Hill trail or the parking spaces at the designated trailhead parking area for Spring Hill. The informal parking that occurs on the applicant's parcel without property owner permission is not part of the trailhead's official parking area and would be removed. There are other parking opportunities on nearby streets. The proposed project would not result in the need to provide replacement parking to access the Spring Hill trail and therefore would not result in construction or expansion of facilities providing recreational access to the Spring Hill trail. There would be no impact.

e) *No Impact*. The proposed project would not result in an increase in housing or population, or substantial numbers of new employees in the city. Therefore, there would be no impact on other public facilities.

Mitigation Measures

None required.

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

OVERVIEW

The 26-acre Mt. Shasta City Park is located approximately 0.25 mile west of the project site and is separated from it by the UPRR tracks and N. Mt Shasta Boulevard. Park facilities include playgrounds, picnic areas, and five public buildings. Shastice Park encompasses 38 acres, with tennis courts, a softball field, a playground, an outdoor skating rink, mountain bike trails, and a skateboard park. Shastice Park is located at 800 Rockfellow Drive, approximately 0.5 mile southeast of the project site. There is informal trailhead parking at Spring Hill adjacent to the site at the end of Road No. 2M16.

DISCUSSION OF IMPACTS

a) *No Impact*. The proposed project does not result in an increase in housing or population or substantial numbers of new employees requiring parks or other recreational facilities. Therefore, there would be no impact.

b) *No Impact*. No new public recreation facilities or expansion of existing facilities would be required as a result of the proposed project. The project would not result in an increase in housing or population in the city that would require additional recreational facilities. The proposed project would not result in the removal of any portion of the Spring Hill trail or the parking spaces at the designated trailhead parking area for Spring Hill. The informal parking that occurs on the applicant's parcel without property owner permission is not part of the trailhead's official parking area and would be removed. There are other parking opportunities on nearby streets. The proposed project would not result in the need to provide replacement parking to access the Spring Hill trail and therefore would not result in construction or expansion of facilities providing recreational access to the Spring Hill trail. There would be no impact.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.17 TRANSPORTATION. Would the project:				
a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☐	☒
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☒	☐	☐
d) Result in inadequate emergency access?	☐	☒	☐	☐

OVERVIEW

The City of Mt. Shasta General Plan Circulation Element includes long-term policies concerning the movement of people, goods, and services in the city. The Circulation Element addresses streets and highways, public transit, rail and air transportation, nonmotorized transportation (e.g., bicycle and pedestrian circulation), and public utilities. Each roadway in the city is designed to accommodate different types and amounts of traffic. Generally, local and private roads direct traffic to collector and ultimately to arterial roads. Typically, collector and arterial roads provide access to commercial or more traffic-intensive land uses. Arterial and collector roadways also provide direct connections to Interstate 5.

A level of service (LOS) rating is a guideline established by the Institute of Transportation Engineers (ITE) as a means to quantify the subjective measure of traffic tolerance. ITE is a standards development organization designated by the US Department of Transportation. To try to prevent roads from reaching a level in which traffic moves with poor efficiency from point to point, cities establish guidelines at which a street or road is considered to have reached the highest service volumes that are tolerable within the community. Rated in grades from A (best) to F (worst), levels of service are based on increasing amounts of congestion and delay. The City of Mt. Shasta has adopted policies establishing LOS C as the minimum acceptable service level during normal conditions and a peak-hour reduction to level of service D provided there are plans in place to improve the level of service.

Implementation Measure CI-1.2(d) of the City's General Plan requires a traffic analysis for all projects that generate sufficient traffic to use 10 percent or more of the capacity of a roadway at LOS C based on the road type and average daily trips (ADT) of a specific road type. The road types and corresponding LOS are listed in Table 4-2 in the General Plan. As defined in Table 4-1 in the General Plan, Ski Village Drive from N. Mt. Shasta Boulevard to Everitt Memorial Highway is defined as a 2-lane collector. For Ski Village Drive (2-lane collector), 10 percent of the ADT for that roadway (9,000 ADT) would be 900 trips. The intersection of Ski Village Drive/N. Mt. Shasta Boulevard operates at LOS B in the AM and PM peak hours. Under cumulative conditions (which includes the proposed Crystal Geyser Bottling Plant Project among others), this intersection is projected to operate at LOS B. Other nearby intersections include Spring Hill Road/N. Mt. Shasta Boulevard and S. Nixon Road/N. Mt. Shasta Boulevard. These intersections operate at LOS A/B and are projected to continue to operate at LOS A/B (Abrams Associates 2016). For intersections operating at LOS A and LOS B, 10 percent of the ADT would be 600 and 750 ADT, respectively. Implementation Measure CI-1.2(e) requires a traffic analysis for streets and/or intersections that currently, or are projected to operate, at below LOS C must prepare a traffic analysis.

Public transit in Mt. Shasta and Siskiyou County is provided by Siskiyou Transit and General Express (STAGE), which provides intercity bus service with northbound and southbound runs through Mt. Shasta Monday through Friday. The City's Bicycle, Pedestrian, and Trails Master Plan provides for a citywide network of bicycle paths, lanes, and routes, along with bicycle- and pedestrian-related programs and support facilities, intended to ensure cycling and walking become a viable transportation option for people who live, work, and recreate in Mt. Shasta (Mt. Shasta 2009). The master plan's purpose is to improve bicycle and pedestrian transportation in the city, in part by meeting the requirements of the California Bicycle-Transportation Act, the requirements for which are contained in Sections 890–894 of the California Streets and Highways Code.

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact*. The daily trip generation for the project is estimated at 45 ADT for the mini-storage and 50 ADT for the car wash.[4] The total number of trips would not exceed the City's LOS C threshold for a detailed analysis under Implementation Measure CI-1.2(d), nor would they exceed 10 percent of the ADT triggering the need for a detailed traffic analysis for collector intersections operating at LOS A or LOS B.

All of the roadways in the site vicinity are currently operating at an acceptable level of service. The addition of the proposed project's trips to the AM and PM peak hours

[4] Estimated based on ITE 10th edition trip generation rate for mini-storage (ITE code 151), 1.51 trips/1,000 square feet x 29.86 x 1,000 square feet (ksf) = 45 trips; Car wash trip generation (50 trips) per applicant's engineer as basis for estimating wastewater flows for industrial waste discharge permit.

(approximately 4 trips in the AM peak hour and 8 trips in the PM peak hour)[5] would result in a negligible contribution to traffic volumes at the closest intersections. Therefore, the proposed project would not conflict with City policy establishing measures of effectiveness for the performance of roadway facilities. Impacts would be less than significant.

The project would not increase the demand for public transit or bicycle facilities because of the type of project (self-serve car wash and mini-storage). The project proposes sidewalks on Ski Village Drive, which would improve pedestrian circulation in the area. There are no transit facilities that would be affected by the project. The project would not conflict with adopted plans, ordinances, or policies regarding public transit, bicycle, or pedestrian facilities.

b) *No Impact*. Senate Bill (SB) 743 of 2013 (CEQA Guidelines Section15064.3 et seq.) was enacted as a means to balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of GHGs. Pursuant to SB 743, traffic congestion is no longer considered a significant impact on the environment under CEQA. The new metric bases the traffic impact analysis on vehicle miles travelled (VMT). VMT refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and nonmotorized travel. A lead agency has discretion to choose the most appropriate methodology to evaluate a project's VMT, including whether to express the change in absolute terms, per capita, per household, or in any other measure. The requirement to use the VMT metric becomes effective statewide on July 1, 2020, although lead agencies have the option to commence using a VMT analysis immediately. Because of the nature of the proposed commercial project, the City, in its discretion, has determined the LOS methodology is appropriate for the proposed project at this time. Therefore, the proposed project would not conflict with Section 15064.3, and there would be no impact.

c) *Less Than Significant Impact with Mitigation Incorporated*. All project access and on-site circulation improvements are subject to the approval of the City's Public Works, Fire, and Police departments. During utility line connections to water and sewer lines in Ski Village Drive, storm drain connection in N. Mt. Shasta Boulevard, and construction of the water line extension in Road No. 2M16, construction equipment and traffic may be present in travel lanes. While this would only occur during construction and would be temporary and intermittent, there is the potential for this activity to interfere with emergency response. With implementation of mitigation measure **MM TRA-1**, the project applicant would be required to ensure one lane remains open at all times, local residents are notified of possible traffic restrictions, and potential lane restrictions are coordinated with local emergency response personnel. The project applicant will also be required to pave the segment of roadway between Ski Village Drive and the Spring Hill trailhead parking area (Road No. 2M16) that would provide access to the mini-storage and where the water line extension would be placed, as required under mitigation measure **MM TRA-2**. This would ensure access to the

[5] Peak hour trips calculated as follows based on ITE trip generation methodology:

Land Use	AM Peak Hour Rate	AM Peak Hour Total Trips	PM Peak Hour Rate	PM Peak Hour Total Trips
Mini-Storage	0.1 x 29.86 ksf	3	0.17 x 29.86 ksf	5
Car wash	1.11% x 50 trips[a]	1	5.54 % x 50 trips	3
Total		4		8
a No AM rates available; assumes 20% of PM rate				

mini-storage is provided according to a design approved by the City and the water line installation would not pose a hazard to vehicles after construction. The impact would be less than significant with mitigation incorporated.

d) *Less Than Significant Impact with Mitigation Incorporated*. The project proposes one primary access point to the mini-storage from a driveway on Road No. 2M16 and one primary access for the car wash from Ski Village Drive, as shown in **Figure 3.0-3**. There would be an exit for the mini-storage on N. Mt. Shasta Boulevard but it would only be available for emergency access/egress and would not be a public entrance. As such, emergency vehicles would have multiple access points to the mini-storage and the car wash. Additionally, the project would be subject to all City Fire Department and Police Department mandatory requirements regarding emergency access. With implementation of mitigation measure **MM TRA-1**, the project applicant would be required to ensure one lane remains open at all times during construction, local residents are notified of possible traffic restrictions, and potential lane restrictions are coordinated with local emergency response personnel. Impacts would be less than significant with mitigation incorporated.

Mitigation Measures

MM TRA-1 Prior to the issuance of grading permits, a Construction Traffic Control Plan (CTCP) shall be submitted by the project applicant or its construction contractor for review and approval by the City of Mount Shasta Works/Engineering Department and implemented throughout project construction. The CTCP shall include a schedule of construction and anticipated methods of handling traffic to ensure the safe flow of traffic and adequate emergency access, including maintaining an open lane for vehicle travel at all times. The CTCP shall identify methods for coordinating with and notifying the Mt. Shasta Police Department and Fire Department and Cal Fire at least 14 days in advance if construction vehicle or equipment traffic activity on N. Mt. Shasta Boulevard or Ski Village Drive has the potential to cause disruption of traffic flow.

Timing/Implementation: *During construction*

Enforcement/Monitoring: *City of Mt. Shasta Public Works Department*

MM TRA-2 The applicant shall pave the segment of roadway (Road No. 2M16) between Ski Village Drive and the Spring Hill parking area following installation of the water line extension and prior to operation of the mini-storage. The applicant shall submit the design for the roadway segment to be paved concurrent with the grading permit application and final site plan showing driveway locations and shall demonstrate the roadway meets the City's design standards and will use acceptable paving materials.

Timing/Implementation: *During construction*

Enforcement/Monitoring: *City of Mt. Shasta Public Works Department*

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

OVERVIEW

Tribal cultural resources are defined in CEQA as a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American tribe, which may include non-unique archaeological resources previously subject to limited review under CEQA. Assembly Bill (AB) 52 requires the lead agency (in this case, the City of Mt. Shasta) to begin consultation with any California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report if (1) the California Native American tribe requested to the lead agency, in writing, to be informed by the lead agency through formal notification of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe, and (2) the California Native American tribe responds, in writing, within 30 days of receipt of the formal notification and requests the consultation (Public Resources Code Section 21080.3.1[b]).

Three different primary ethnographic groups occupied the region: the Wintu in the immediate vicinity, the Yana to the east, and the Nomlaki to the south. Because each group occupied a slightly different environment, their subsistence strategies and tool kits varied, though their overall lifeways were similar. The Okwanuchu also occupied territory south, southwest, and southeast of Mount Shasta, including the present-day cities of Mt. Shasta, McCloud, and Dunsmuir. The Okwanuchu were speakers of the Okwanuchu language, an older Hokan family of languages. Although their language was closely related to that of the Shasta language of the main Shasta tribe, it contained some elements of Wintu and Achomawi.

On May 1, 2019, the City sent letters via certified mail to representatives of the following tribes: Quartz Valley Indian Reservation, Shasta Indian Nation, Klamath Tribe, Karuk Tribe, Pit River Tribe of California, Nor-Rel-Muk, Wintu Tribe of Northern California, and Winnemem Wintu Tribe. The Klamath Tribe, Quartz Valley Indian Reservation, and Pit River Tribe responded within the 30-day period and stated they have not identified or have any knowledge of any tribal cultural sites within or adjacent to the project site. The letter from the Pit River Tribe stated that if cultural materials are discovered during construction, the tribe requests a halt in all activity and notification. No other tribes requested formal consultation pursuant to AB 52.

According to the California Office of Historic Preservation (OHP) (2017), Mt. Shasta has one registered California historic state landmark, the Strawberry Valley State Station. Nothing is left of the station but a marking showing its location. The OHP has no other listed California historic resources in the city. In addition, the National Register of Historic Places does not list any historic resources in Mt. Shasta (OHP 2017). The project site is not considered to be of any historical importance and is not identified as such by the California State Historical Resources Commission or in the Mt. Shasta General Plan.

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact With Mitigation Incorporated*. The project site has not been identified as having any historical importance by the California Office of Historic Preservation or in the Mt. Shasta General Plan. The site has not been identified as either a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American tribe. No California Native American tribe submitted a written request to the City for formal consultation pursuant to AB 52.

The proposed project would involve construction on vacant land that has been previously disturbed through placement of fill containing various materials and structures that are no longer present on the site. As such, the potential for discovery of tribal cultural resources during site preparation is unlikely. However, implementation of mitigation measure **MM TCR-1** would ensure that provisions are in place to protect tribal cultural resources, if encountered during construction. The mitigation measure requires impacts on such resources to be avoided or further investigation to be conducted to offset the loss of scientifically consequential information that would occur if avoidance is not possible. Implementation of mitigation measure **MM CUL-2** would ensure that human remains encountered during project activities would be treated in a manner consistent with state law. This would occur through coordination with descendant communities to ensure that the traditional and cultural values of said communities are incorporated in the decision-making process concerning the disposition of human remains that cannot be avoided. These mitigation measures would reduce impacts to less than significant.

Mitigation Measures

MM TCR-1 The final grading plan for the project shall include notes stating: If tribal cultural resources are discovered during project construction activities, all work within 25 feet of the discovery shall be redirected and the tribal monitor shall assess the situation, consult with agencies as appropriate, and make recommendations regarding the treatment of the discovery.

Impacts to tribal cultural resources should be avoided by project activities, but if such impacts cannot be avoided, the resources shall be evaluated for their California Register eligibility. If the tribal cultural resource is not California

Register–eligible, no further protection of the find is necessary. If the tribal cultural resource is California Register–eligible, it shall be protected from project-related impacts or such impacts mitigated. Mitigation may consist of, but is not necessarily limited to, systematic recovery and analysis, recording the resource, preparation of a report of findings, and accessioning recovered archaeological materials at an appropriate curation facility. Public educational outreach may also be appropriate.

Timing/Implementation: *During construction*

Enforcement/Monitoring: *City of Mt. Shasta Planning Department*

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

OVERVIEW

The City of Mt. Shasta Public Works Department provides several services, including operating and maintaining the wastewater collection system, wastewater treatment plant, water supply facilities, the water distribution system, and the storm drain system. The department is also responsible for streets and alleys, traffic signs, streetlights, parking lots, and fleet management.

Wastewater Collection and Treatment

Wastewater discharges to surface water and groundwater are regulated by the SWRCB) and nine RWQCBs that exercise rulemaking and regulatory activities. The City of Mt. Shasta is located in Region 5 – Central Valley RWQCB. All wastewater generators must obtain a permit to discharge wastewater to surface waters pursuant to the federal Clean Water Act and California's Porter-Cologne Water Quality Control Act through the National Pollutant Discharge Elimination System (NPDES) program. NPDES permits are also referred to as waste discharge requirements (WDRs).

The City collects, treats, and disposes of wastewater within the city limits, as well as in a number of residential and commercial developments that are outside of city limits. The unincorporated areas served by the City comprise approximately 843 acres and include the campground and marina situated on Lake Siskiyou, the Mt. Shasta Resort, and the Lake Siskiyou Highlands Subdivision.

The city's wastewater collection system dates to 1912, with major additions constructed in the late 1930s through the 1950s. Some portions of the existing sewer system are up to 70 years old and consist of clay pipe with cement mortar joints. More recent portions of the sewer system consist of asbestos-cement and PVC pipe. The city's collection system consists of approximately 30 miles of sewer mains and collectors, with collectors ranging in size from 12 to 30 inches in diameter.

The city's existing wastewater treatment facilities were constructed in 1976 and were designed with an average dry weather flow (ADWF) of 0.70 mgd and a peak wet weather flow (PWWF) of 2.1 mgd. The treatment plant is located approximately 0.75 mile south of the city between the Sacramento River and Interstate 5. Between November 16 and April 30, the treated effluent is discharged directly to the Sacramento River. However, between May 1 and November 15, no direct discharge is allowed. The lagoon effluent is processed through dissolved air flotation and rapid sand filters, chlorinated, dechlorinated, and pumped either to the golf course adjacent to the treatment plant or approximately 3.3 miles to the reclamation leach field east of the treatment plant. The treatment plant has been continually upgraded to meet state requirements. With implementation of recent WWTP improvements, the capacity of the WWTP can accommodate an ADWF of 0.9 mgd. This increase in capacity accounts for existing needs plus an allocation for anticipated future growth at a rate of 1 percent over the next 20 years (Mt. Shasta 2017).

Water Service

The city is supplied water by a combination of spring and well sources with a combined effective capacity of 3.5 to 4.0 million gallons per day. The primary source of water is Cold Springs, located approximately 2 miles east of the city limits at an elevation of about 4,300 feet. Water from the two natural springs is collected in covered and secured works and supplied via approximately 8,500 of 12-inch-diameter PVC water main extending from Cold Springs. Recent improvements include a supply line PRV station with 6- and 10-inch pressure-reducing valves (PRVs). Overall supply capacity varies depending on PRV station settings, system demand, and water surface elevations in the Cold Springs and Quail Hill water tanks. As of 2011, the city has four untreated water storage reservoirs totaling approximately 1.7 million gallons. Recent water supply line improvements in the vicinity of the project include the installation of approximately 2,000 feet of 12-inch main in the right-of-way in Mt. Shasta Boulevard.

The well and spring sources have a combined effective capacity of approximately 3.5 to 4.0 mgd or 1,351 million gallons per year. The Draft 2010 Master Water Plan estimated 2010 water usage at approximately 673 million gallons per year, with estimated water usage at approximately 883 million gallons per year by 2030 (Mt. Shasta 2010). During normal and dry years, the City has sufficient water supplies available to serve the City. During multiple dry years, Cold Springs may

be particularly vulnerable to drought. In June 2015, the City Council adopted a Resolution that recognized that the City's primary water source, Cold Springs, was producing less water than at any point in the past 20 years. Due to the unprecedented low spring production, the City adopted an Emergency Drought Condition Water Reduction Policy to ensure an adequate water supply for domestic use and fire suppression. The policy required all major water users and residential customers to reduce water usage by 30 percent. The City is also subject to State-adopted emergency water use reductions during prolonged drought.

Storm Drainage

The existing storm drainage system in the city consists of both surface and subsurface drainage features. Surface storm drainage features consist of natural waterways, man-made ditches, and/or remnants of natural watercourses. Subsurface storm drainage features consist of historic drainages enclosed with some type of pipe (iron, corrugated metal, clay, or concrete).

An existing drainage structure is present on the site that collects stormwater from an existing 24-inch corrugated metal pipe (CMP) storm drain pipe and junctions to an old concrete inlet box and 18-inch CMP storm drain outlet pipe extending under N. Mt. Shasta Boulevard onto the UPRR right of way. The existing structure consists of a 30-inch CMP riser with a rim elevation above grade and a drop of approximately 8 feet from the 24-inch CMP inlet to the 18-inch CMP outlet.

There is a roadside ditch maintained by the City for storm drainage along a portion of the southern perimeter of the site beginning just north of the intersection of Ski Village Drive and N. Mt. Shasta Boulevard. The ditch continues along the southernmost part of the site then turns north paralleling N. Mt. Shasta Boulevard to the 18-inch culvert.

Solid Waste

The city is served by the Black Butte Transfer Station (BBTS), located at 3710 Spring Hill Road, and John Smith Sanitation, a private sanitation provider from Dunsmuir. All solid waste in the city is collected and disposed of at the BBTS, which receives approximately 15,000 tons of solid waste a year. The BBTS accepts residential, commercial, green, and recyclable solid waste. There are no active landfills in Siskiyou County. All solid waste from Siskiyou County is transported and disposed of at the Dry Creek Landfill in White City, Oregon, which has a projected operational life exceeding 100 years.

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact with Mitigation Incorporated*. The project would connect to the City's water system along Ski Village Drive and would include a 320-foot extension to the north along Road No. 2M16 to ensure adequate fire flow to the site. The extension would be within the roadway, and the potential environmental impacts of that extension have been evaluated in this document. Potential impacts include construction-related air emissions, noise, potential for encountering previously unknown subsurface cultural resources, or work within the roadway. With mitigation identified in this document, impacts would be less than significant.

The proposed project would connect to the City's sewer system in Ski Village Drive just east of the site. According to the applicant's industrial waste discharge permit submitted to and reviewed by the City, the proposed project would generate approximately 1,160 gpd of wastewater flow; the volume is limited by the permit to no more than 1,200 gpd. The project's contribution to the current ADWF would be less than 0.01 percent of the plant's

capacity. The City has determined there is adequate capacity in the existing line in Ski Village Drive and conveyance lines to the WWTP. No off-site capacity improvements that could result in significant environmental impacts would occur. However, installation of the sewer line to the point of connection in Ski Village Drive could result in construction-related air emissions, noise, potential for encountering previously unidentified subsurface cultural resources, or work within the roadway. With mitigation identified in this document, impacts would be less than significant.

In addition, the proposed project would be required to comply with pretreatment requirements as set forth in an industrial waste discharge permit issued by the City. As noted in the Project Description, the applicant has completed the industrial permit applicant process with the City, and if the project is approved the City will issue an industrial waste discharge permit that mandates specific effluent limitations, monitoring, and reporting. The City has determined the WWTP has adequate capacity to serve the project and, with compliance with the industrial waste discharge requirements, project-generated influent would not impair the WWTP's ability to comply with its WDR issued by the State. The proposed project would not result in the need for WWTP process improvements, the construction of which may have environmental effects.

The project site is currently vacant and undeveloped. The project would include buildings and paved areas, increasing the amount of stormwater discharge. On-site stormwater would drain to multiple on-site drainage inlets, conveyed to on-site underground detention and water quality treatment features, and then discharged into the city's existing storm drainage system in accordance with a preliminary Drainage Plan that has been provided to the City. The system would be designed to ensure that flows discharged to the City's system would remain at or below a calculated pre-development condition. The potential environmental effects of the on-site improvements and off-site point of connection are within the scope of development evaluated in this document. With mitigation, impacts would be less than significant.

The applicant will be required to verify that there is sufficient capacity in the 18-inch culvert on N. Mt. Shasta Boulevard to convey project flows in combination with off-site tributary drainage or redesign the project's on-site system to provide all retention on-site (mitigation measure **MM HYD-1**). No off-site capacity improvements to the City's storm drain system are proposed or required for the proposed project. Therefore, there would be no environmental effects from off-site drainage improvements.

b) *Less Than Significant Impact*. Most of the water demand from the proposed project would come from the car wash operations. There would be negligible demand from the restroom in the mini-storage office and landscaping. The auto-wash station would have a recycled water system, which can achieve a water savings of up to 75 percent of baseline water usage. In combination with the self-service wash, water demand would be approximately 1,160 gpd because the industrial permit limits discharges to no more than 1,200 gpd. The combined demand from the auto-wash and self-wash stations would be approximately 423,400 gallons per year. This would be less than 0.01 percent of the overall city water demand in 2030. During normal and dry years there would be sufficient supply, and in drought years the proposed project would be subject to mandatory water use restrictions. Water supply impacts would be less than significant.

c) *Less Than Significant Impact*. The City has determined there is sufficient capacity in the City's WWTP to accommodate project-generated flows in addition to other commitments. See Response a, above.

d,e) *Less Than Significant Impact*. There are no active landfills in the city or in Siskiyou County. The proposed project would not provide for solid waste disposal for mini-storage customers and would generate only minimal amounts of solid waste from the mini-storage office and car wash operations. The project's solid waste would be collected and disposed of at the BBTS, which has adequate capacity and facilities to serve the small amount of project-generated solid waste. Impacts would be less than significant.

Mitigation Measures

None required beyond mitigation measures MM AIR-1 (construction emissions), MM BIO-1 and MM BIO-7 (pre-construction surveys), MM CUL-1 and MM CUL-2 (inadvertent discovery), MM GEO-1 (SWPPP), MM NOI-1 (construction noise) and MM NOI-4 (construction vibration), MM TRA-1 (construction traffic control plan), and MM TCR-1 (inadvertent discovery).

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

a) *Less Than Significant Impact*. The proposed project would not result in changes to Ski Village Drive or N. Mt. Shasta Boulevard that would affect how evacuation plans may be implemented or that would impede access for emergency response vehicles in the immediate vicinity. There would no increase in a permanent population that would contribute to the use of existing evacuation routes or that would increase the need for new or expanded evacuation routes. During construction, project-related utility connection work in Ski Village Drive/Road No. 2M16 and N. Mt. Shasta Boulevard would be temporary and would not substantially impair emergency response over the long term. Impacts would be less than significant.

b) *Less Than Significant Impact*. The City of Mt. Shasta is in a Very High Fire Hazard Severity Zone (Mt. Shasta 2006b). Spring Hill is adjacent to the site's northern boundary and is forested with native vegetation, which may pose a wildland fire hazard risk to the project site. All property owners in this zone are required to comply with the requirements of Government Code Section 51182, which include the maintenance of at least 100 feet of defensible space around structures or the clearing of all flammable vegetation on-site. Projects must be designed to minimize the likelihood of fires spreading outward from a structural fire. The project is subject to mandatory compliance with General Plan policies and Mt. Shasta City Fire Department design requirements, standards, and fire flows. As part of this compliance, the project would extend a water line approximately 320 feet from the existing water main to ensure adequate availability of water in the event of a fire at the project. The proposed project is a commercial development without permanently occupied uses and therefore would not expose permanent occupants to fire risk. Additionally, both the mini-storage and car wash have readily available all-weather access to Ski Village Drive as well as an emergency egress point on N. Mt. Shasta Boulevard in the event evacuation is required. Therefore, the project would not, due to slope, prevailing winds, or other factors, exacerbate wildfire risks such that the project would expose project customers or nearby residences to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Impacts would be less than significant.

c) *No Impact*. The project would not require the installation or maintenance of wildfire-related infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. There would be no impact.

d) *Less Than Significant Impact*. The project site is not subject to flooding and thus would not expose people or structures to significant risks from flooding that may occur in areas downslope from or downstream of a wildfire. The project site is downslope of Spring Hill to the northeast. However, the mini-storage and car wash would not be permanently occupied structures that would expose inhabitants to risks associated with potential downslope location relative to wildfire hazards. The impact would be less than significant.

Mitigation Measures

None required.

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

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact With Mitigation Incorporated*. Nine subsections in this Initial Study/Mitigated Negative Declaration (IS/MND) have identified the potential for significant environmental impacts: subsections 4.1, Aesthetics; 4.4, Biological Resources; 4.5, Cultural Resources; 4.7, Geology and Soils; 4.8, Hazards and Hazardous Materials, 4.9, Hydrology and Water Quality, 4.13, Noise; 4.17, Transportation, and 4.18, Tribal Cultural Resources. However, with implementation of mitigation measures proposed in the relevant subsections of this IS/MND, the potential impacts would be reduced to a level that is considered less than significant.

b) *Less Than Significant Impact With Mitigation Incorporated*. The proposed project, in conjunction with other approved or pending projects in Mt. Shasta, could contribute to cumulative impacts. However, with implementation of mitigation measures proposed in the relevant subsections of this IS/MND, the project's contribution to potentially significant impacts would be reduced to a level that is considered less than cumulatively considerable.

c) *Less Than Significant Impact With Mitigation Incorporated.* The project would not result in impacts that would potentially result in substantial adverse effects on human beings. Based on the preceding environmental analysis, mandatory compliance with existing regulations and incorporation of identified mitigation measures will ensure that all potentially significant environmental impacts associated with the project, including those related to biological resources, cultural resources, geology and soils, noise, and tribal cultural resources, would be minimized or avoided. The project would not result in direct or indirect adverse effects on

human beings or the environment, nor would it result in significant cumulative impacts. Therefore, with the incorporation of the identified mitigation measures, the project will result in a less than significant impact.

5.0
REFERENCES

5.1 DOCUMENTS REFERENCED IN INITIAL STUDY

Abrams Associates. 2016. *Transportation Impact Analysis, Crystal Geyser Bottling Plant, Siskiyou County.*

Brennan (J.C. Brennan & Associates). 2017. *Maidu Car Wash Noise Study*.

Caltrans (California Department of Transportation). 2013b. *Technical Noise Supplement to the Traffic Noise Analysis Protocol.* http://www.dot.ca.gov/hq/env/noise/.

———. 2013b. *Transportation and Construction Vibration Guidance Manual*.

CAPCOA (California Air Pollution Control Officers Association). 2009. *Health Risk Assessments for Proposed Land Use Projects*.

CARB (California Air Resources Board). 2017. Area Designation Maps. Accessed April 12, 2019. http://www.arb.ca.gov/desig/adm/adm.htm.

CDFW (California Department of Fish and Wildlife). 2017. California Natural Diversity Database (CNDDB) QuickView Tool in BIOS 5. Sacramento: CDFW Biogeographic Data Branch. https://www.dfg.ca.gov/biogeodata/cnddb /mapsanddata.asp.

CNPS (California Native Plant Society). 2017. Inventory of Rare and Endangered Plants (online edition, v8-01a). Sacramento: CNPS. http://www.rareplants.cnps.org/.

DOC (California Department of Conservation). 2014. Farmland Mapping and Monitoring Program.

Dryer Pros. 2016. *3-Nozzle Dryer Noise Levels*.

DTSC (California Department of Toxic Substances Control). 2019. EnviroStor [database]. Accessed May 13. http://www.envirostor.dtsc.ca.gov/public/.

EPA (US Environmental Protection Agency). 1971. *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances*.

FEMA (Federal Emergency Management Agency). 2011. Flood Insurance Rate Map 06093C3025D.

FTA (Federal Transit Administration). 2006. *Transit Noise and Vibration Impact Assessment*.

GeoServe and SCE (Geoscience Services and Schlumpberger Consulting Engineers, Inc.). 2016. *Geologic and Soils Investigation, Mount Shasta Mini-Storage*.

ITE (Institute of Transportation Engineers). 2017. *ITE Trip Generation Rates,* 10th ed.

Mt. Shasta, City of. 2006. *City of Mt. Shasta General Plan Draft Environmental Impact Report*. SCH No. 2005082099.

———. 2007. *City of Mt. Shasta General Plan*.

———. 2009. *Bicycle, Pedestrian, and Trails Master Plan.*

———. 2010. *Draft 2010 Master Water Plan.*

———. 2017. Wastewater Treatment Plant. Accessed April 18. http://mtshastaca.gov/public-works/wtp/.

OHP (California Office of Historic Preservation). 2017. Listed California Historical Resources. http://www.ohp.parks.ca.gov/ListedResources/?view=county&criteria=47.

RCS (Richard C. Slade and Associates LLC). 2016. *Hydrogeologic Investigation for Proposed Crystal Geyser Water Bottling Facility Project*, Mt. Shasta City, Siskiyou County, California.

SWRCB (State Water Resources Control Board). 2019. GeoTracker [database]. Accessed May 13. http://geotracker.waterboards.ca.gov.

USFWS (US Fish and Wildlife Service). 2017a. Information for Planning and Conservation (IPaC) System. http://ecos.fws.gov/ipac/.

———. 2017b. Critical Habitat Portal. http://ecos.fws.gov/crithab/.