

# ENVIRONMENTAL INITIAL STUDY & MITIGATED NEGATIVE DECLARATION

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Use Permit 21-0002  
(MDHE dba Oak Harbor Freight Lines, Inc.)

July 6, 2021

ENVIRONMENTAL INITIAL STUDY &  
MITIGATED NEGATIVE DECLARATION  
WITH  
References and Documentation

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

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

- 1. Project Title:**  
Use Permit 21-0002 (MDHE dba Oak Harbor Freight Lines, Inc.)
- 2. Lead agency name and address:**  
Shasta County Department of Resource Management, Planning Division  
1855 Placer Street, Suite 103  
Redding, CA 96001-1759
- 3. Contact Person and Phone Number:**  
Lio Salazar, Senior Planner, (530) 225-5532
- 4. Project Location:**  
The 2.05-acre project site is located in the Anderson area on the east side of Locust Road directly across from the intersection of Locust Road and Lyle Lane. This location is within the sphere of influence of the City of Anderson. (Assessor's Parcel Number: 090-370-009)
- 5. Applicant Name and Address:**  
MDHE dba Oak Harbor Freight Lines, Inc.  
P.O. Box 1469  
Auburn, WA 98071
- 6. Owner Name and Address**  
Elkins Family Revocable Trust 2002  
3060 Monte Bello Drive  
Redding, CA 96001
- 7. General Plan Designation:**  
Industrial (I)
- 8. Zoning:**  
Industrial (M)
- 9. Description of Project:**  
The proposed project is a truck yard and distribution facility consisting of a 5,936-square-foot cross-dock distribution terminal with docking for 18 semi-trucks including approximately 290-square-feet of office space, an outdoor storage area that would accommodate at least six tractors, ten 28-foot trailers, two 48-foot trailers, and three 53-foot trailers, onsite water well, onsite waste water treatment system, employee parking, landscaping along the project frontage, trash enclosure, building sign, and screened fencing with automated gates. The truck yard and distribution facility would be surfaced with asphalt paving except at the loading docks which would be paved with a concrete apron. Other road and road frontage improvements would be constructed as part of the project, including road widening, curb gutter and sidewalk, and street lighting (some road and/or frontage improvements may be deferred pending future annexation). Activities during construction would include grading, trenching, paving, striping and general construction activities. During operations the facility would employ approximately 9 employees, generate approximately 53 one-way vehicle trips per day, and operate from 7 a.m. to 10 p.m. Monday through Friday.
- 10. Surrounding Land Uses and Setting:**  
The project site is a vacant flat parcel. Vegetation within the property consists of annual grasses, ruderal vegetation,

and four oak trees greater than five inches in diameter, one of which is in the Locust Street right-of-way. Much of the site is substantially disturbed by past human activity, including a contractor's yard that operated in violation of the Shasta County zoning code from approximately March of 2009 to September 2010. The project site contains compacted areas that were used for storage of equipment and materials, a graveled driveway, and two small soil stockpiles that were associated with the former use.

Land uses adjacent to the property include to the north and east an on-line vehicle auction business with outdoor storage of vehicles offered through the online auction, undeveloped industrial land to the south and a truck yard to the west across Locust Street. Other uses in the vicinity include single-family residences to the south, west, and northwest with the nearest residence being approximately 1,200 feet away; the Wheelabrator cogeneration power generation facility and two other truck yards are located approximately 1,500 feet to the northwest; and two contractors yards within 500 feet to the north/northwest, one of which is temporary.

**11. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):**

State or California Regional Water Quality Control Board  
Shasta County Department of Public Works

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

In accordance with Public Resources Code (PRC) Section 21080.3.1, the Wintu Tribe of Northern California & Toyon Wintu Center (Tribe) filed and Shasta County received a request for formal notification of proposed projects within an area of Shasta County that is traditionally and culturally affiliated with the Tribe. Pursuant to PRC §21080.3.1, the Department of Resource Management contacted the Tribe to facilitate a project notification by e-mail and sent a project notification e-mail in reply to the Tribe on May 24, 2021 to notify the Tribe that the project was under review and to provide the Tribe 30 days from the receipt of the letter to request consultation on the project in writing. Staff followed up with a second e-mail on June 3, 2021 to the Tribe regarding the status of its project notification review. To date, no response to the project notification has been received. A notice of the availability of this document and public hearing for the project has been sent to the Tribe.

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

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

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

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

On the basis of the initial evaluation:

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

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

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

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

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

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

Adam Kusila for:  
Lio Salazar  
Senior Planner

07/06/2021  
Date

Paul A. Hellman  
Paul A. Hellman  
Director of Resource Management

7/6/21  
Date

## EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

a-c) The project would not substantially damage any scenic resource and would not have an adverse effect on any scenic vista. The project site is in the Anderson area on the east side of Locust Street. Views of the project site from public vantage points in the vicinity include those from public roadways near the project site. Visual resources observable from Locust Street which fronts the project site include an uninterrupted mountainous ridgeline in the far background to the east and a background of wooded foothills to the south. Views of these features currently include high voltage electric transmission towers, power poles, and power lines as well as other buildings and structures. Panorama Point Road is located east of the project site. Views to the west from Panorama Point Road include the same wooded foothills that are visible to the south of the project site from Locust Street. While the project site is in the foreground of the wooded foothills from this vantage point, views of the project site from this location are obstructed by vegetation. The project site is not located on a designated scenic corridor.

The project would not degrade the existing visual character or quality of the site and its surroundings. The project surroundings include a mix of residential and residential uses. Industrial facilities are consistent with surrounding uses, including at least three existing truck yards located nearby. Construction of the proposed truck yard and distribution facility will include landscaping along the entire frontage of the project site and the project site would be surrounded by a view obscuring fence.

d) The project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. The project lighting plan will be required to meet Shasta County Zoning Plan Section 17.84.040 which requires light to be contained on the project site and lighting fixtures to be shielded. All exterior lighting, including affixed to the proposed building and/or on a light pole, shall be designed and located to confine direct lighting to the premises and not constitute a hazard to vehicular traffic. Exterior lighting fixtures shall shine upon or illuminate directly on any surface other than the area required to be lighted. Glare would be eliminated by the use of non-reflective materials for construction of the project. A lighting plan and cut sheets for the proposed lighting fixtures and bulbs shall be submitted with the building permit application(s) and approved by the Shasta County Planning Division prior to issuance of the building permit(s). Street lighting would likely illuminate surfaces within the right of way, but would be designed and located so as to not constitute a hazard to vehicular traffic.

**Mitigation/Monitoring:** None proposed.

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

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

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

**Mitigation/Monitoring:** None proposed.

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

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

a-b) The project would not conflict with or obstruct implementation of the Northern Sacramento Valley Planning Area (NSVPA) 2018 Triennial Air Quality Attainment Plan for the Northern Sacramento Valley Air Basin as adopted by the Shasta County Air Quality Management District (SCAQMD), or any other applicable air quality plan. The NSVPA Air Quality Attainment Plan designates Shasta County as an attainment area for all federal standards, yet as a nonattainment area with respect to the ozone California ambient air quality standards. Ozone is a secondary pollutant, meaning it is not directly emitted. It is formed when volatile organic compounds (VOCs) or reactive organic gases (ROGs) and nitric oxides (NOx) undergo photochemical reactions that occur only in the presence of sunlight. NOx is emitted from combustion sources such as cars, trucks and buses, power plants, and off-road equipment. Construction equipment and activities associated with the development improvements would generate air contaminants, including oxides of nitrogen (NOx), reactive organic gases (ROG), carbon dioxide (CO2) and particulate matter (PM10), in the form of engine exhaust and fugitive dust

The project does not include any stationary source of air contaminants. During operations vehicular traffic generated by the facility would be the primary source of air contaminants. A preliminary traffic impact report prepared for the project indicates that as originally proposed the 4,575-square-foot distribution facility (warehousing) would be expected to generate 53 trips per day based on the ITE trip generation manual (10th edition). The applicant revised the project to increase the size of the building to 5,936 square feet to accommodate the addition of 290 square feet of office space that will meet the Americans with Disabilities Act and accessibility requirements. The addition of this feature to the building would not generate additional vehicle trips because it does not increase the capacity of the facility or the number of persons employed at the facility. All areas of the site where vehicles would be driven will be surfaced with asphalt or concrete. Oak Harbor Freight currently operates out of a leased facility located off Eastside Road near the City of Anderson. If the proposed facility is approved and constructed, the Eastside Road operations would move to the new facility. The closure of the Eastside Road operations would offset trips generated by the project The proposed facility. Therefore, the fifty-three additional truck trips are an insignificant increase in traffic. The project is consistent with the air quality attainment plan.

During construction the operation of gas- and diesel-powered off-road equipment would be the primary sources of air contaminants, including engine emissions and fugitive dust. The bulk of air contaminants from these sources would be emitted during the site preparation phase of the construction project from activities such as mass grading and excavation for utilities, the on-site wastewater treatment system, stormwater detention basin, and building footings. Other potential sources of air contaminants during construction could include application of architectural coatings and the use of adhesives and sealants.

The emissions emitted during construction would be limited and temporary. In addition, the Shasta County General Plan requires Standard Mitigation Measures and Best Available Mitigation Measures on all discretionary land use applications as recommended by the SCAQMD in order to mitigate both direct and indirect emissions of non-attainment pollutants and all activities at the site would be subject to applicable SCAQMD rules governing air quality. Application of this requirement and compliance with SCAQMD rules in combination with the limited scope of improvements and limited operational daily vehicle trips will not result

in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard and would not conflict with or obstruct implementation of the NSVPA Air Quality Attainment Plan (2018) as adopted by Shasta County, or any other applicable air quality plan.

Therefore, the project would not conflict with or obstruct implementation of the NSVPA Air Quality Attainment Plan for Northern Sacramento Valley Air Basin as adopted by Shasta County, or any other applicable air quality plan.

c-d) Residential uses exist in the vicinity of the project site, but not in great number. The closest residence is located approximately 1,200 feet west of the property. Equipment used to construct the proposed improvements could produce emissions that some may find objectionable; however, construction on-site will be limited in duration. The project does not involve the establishment of any uses that would generate substantial pollution concentrations. Therefore, nearby sensitive receptors would not be exposed to substantial pollution concentrations nor would a substantial number of people be exposed to objectionable odors.

**Mitigation/Monitoring:** None proposed.

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

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

a) No species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service are known to occur or have been identified on the project site. The California Natural Diversity Database indicates two known occurrences of tri-colored blackbird (*Agelaius tricolor*). According to both occurrence records tri-colored blackbirds were observed in association with Himalayan blackberry, cattails, and/or a creek. No such habitat exists at the project site. Therefore, it is not likely that this species occurs at the project site and no habitat for tri-colored blackbird would be impacted by the project.

There are four oak trees greater than five inches in diameter within the project site and the adjacent road right-of-way. The three oak trees within the project site would be removed and it is likely that the tree within the right-of-way would be removed as well. As indicated in informal consultation comments from the California Department of Fish and Wildlife (CDFW), these trees may provide habitat for nesting birds, including bird and raptor species that are protected under Fish and Game Code sections 3503 and 3503.5. In addition, CDFW expressed concern that tree removal has the potential to disturb roosting bats. If birds are nesting in these trees during construction, they could be directly or indirectly impacted through the removal of individual trees and/or through audio or visual disturbance from project related construction activities. Therefore, CDFW recommends that vegetation removal and other ground disturbing activities be limited to times of the year when birds and/or bats are not nesting and/or roosting or that preconstruction surveys be conducted for the presence of special status species prior to initiation of vegetation removal and other ground disturbing activities. If special status species are observed, an appropriate non-disturbance buffer would be established until the young have fledged. The proposed measure is provided in detail below and in the attached Mitigation Monitoring Program.

- b) There is no riparian habitat or other sensitive natural community on the project site or in the project area.
- c) There are no vernal pools or wetlands identified on the subject property based on the Vernal Pools, Wetlands, and Waterways Map of Shasta County prepared by the Geographic Information Center, California State University, Chico, on August 24, 1996. However, wetlands are known to occur in vicinity. Soils at the project site consist of Churn Gravelly Loam, 0 to 3% (CeA). This soil type has the potential to display hydric characteristics in association with cobbly alluvial land as may be found in drainageways. There are no drainageways within the project site or other indication of the presence of vernal pools or wetlands within the property.
- d) No creeks, streams or rivers flow through or adjacent to the property. The project site is not known to be a migratory corridor for resident or migratory wildlife or a native wildlife nursery site. Section IV.a above discusses mitigation measures to avoid, reduce, and/or minimize to a less-than-significant potential impacts on nesting birds and bats that may utilize the site for nesting.

Therefore, the potential of the project to 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 would be less-than-significant.

- e) The project site is not an oak woodland but is populated with four oak trees greater than five inches in diameter within the project site and adjacent road right-of-way. The three oak trees within the project site would be removed and it is likely that the tree within the right-of-way would be removed as well. Because the project site is not an oak woodland and separated by roadways from more intact oak woodlands to the west and south, the removal of the trees within the project site would not increase fragmentation or otherwise significantly impact oak woodlands.
- f) There are no adopted Habitat Conservation Plan, Natural Community, Conservation Plan, or other approved local, regional, or State habitat conservation plans for the project site or project area.

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

IV.a.1: To mitigate potential impacts to nesting birds and raptors protected under FGC sections 3503 and 3503.5 the applicant shall:

- a) Conduct vegetation removal and other ground-disturbance activities associated with construction from September 1 through January 31, when birds are not nesting; or
- b) If vegetation removal or ground disturbing activities are to take place during the nesting season (February 1 through August 31), conduct pre-construction surveys for nesting birds within 14 days of the start of construction. These surveys shall be conducted by a qualified biologist. If an active nest is located during the preconstruction surveys, a non-disturbance buffer shall be established around the nest by a qualified biologist in consultation with the California Department of Fish and Wildlife (CDFW). No vegetation removal or construction activities shall occur within this non-disturbance buffer until the young have fledged, as determined through additional monitoring by the qualified biologist. The results of the pre-construction surveys shall be sent electronically to CDFW at [RICEQARedding@wildlife.ca.gov](mailto:RICEQARedding@wildlife.ca.gov).

IV.a.2: To mitigate potential impacts to bats the applicant shall:

- a) Conduct large tree removal outside of the bat maternity season and bat hibernacula (September 1 to October 31).
- b) If removal or disturbance of trees will occur during the bat maternity season, when young are non-volant (March 1 – Aug 31), or during the bat hibernacula (November 1 – March 1) large trees (those greater than 5 inches in diameter) shall be thoroughly surveyed for cavities, crevices, and/or exfoliated bark that may have high potential to be used by bats within 14 days of the start

of construction. The survey shall be conducted by a qualified biologist or arborist familiar with these features to determine if tree features and habitat elements are present within the oak trees. Trees with features potentially suitable for bat roosting should be clearly marked prior to removal and humane evictions must be conducted by or under the supervision of a biologist with specific experience conducting exclusions. Humane exclusions could consist of a two-day tree removal process whereby the non-habitat trees and brush are removed along with certain tree limbs on the first day and the remainder of the tree on the second day.

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

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

- a) The project site has been substantially disturbed by past human activity, including a contractor’s yard that operated in violation of the Shasta County zoning code from approximately March of 2009 to September 2010. The project site contains compacted areas that were used for storage of equipment and materials, a graveled driveway, and two small soil stockpiles that were associated with the former use. The project would not cause a substantial adverse change in the significance of an historical resource.
- b) The project would not cause a substantial adverse change in the significance of an archaeological resource.
- c) The project site is not on or adjacent to any known cemetery or burial area. Therefore, there is no evidence to suggest that the project would disturb any human remains.

The Wintu Tribe of Northern California has requested notification of proposed projects located within their geographic area of traditional and cultural affiliation in accordance with Public Resources Code section 21080.3(b), also known as AB52. The project is located within the Tribe’s geographic area of traditional and cultural affiliation. The Department of Resource Management contacted the Tribe to facilitate a project notification by e-mail and sent a project notification e-mail in reply to the Tribe on May 24, 2021 to notify the Tribe that the project was under review and to provide the Tribe 30 days from the receipt of the letter to request consultation on the project in writing. Staff followed up with a second e-mail on June 3, 2021 to the Tribe regarding the status of its project notification review. To date, no response to the project notification has been received. A notice of the availability of this document and public hearing for the project will be provided to the Tribe.

The project site was previously surveyed in 2004 for archeological resources in association with the application process for the parcel map that created the project site. While one prehistoric archeological site was identified and three isolated artifact or feature locations were noted in the survey, none of these observations occurred within the project site. The features that were discovered in the 2004 survey were determined not to be significant under the California Environmental Quality Act (CEQA). As noted above, the project site has been subject to disturbance since that time. No inadvertent discovery of cultural resources has been known or reported. Although there is no evidence to suggest that the project would result in any significant effect to historical, archeological, paleontological, or unique geologic resource, or human remains, there is always the possibility that such resources or remains could be encountered. Therefore, a condition of project approval will require that if, in the course of development, any archaeological, historical, or paleontological resources are uncovered, discovered or otherwise detected or observed, development activities in the affected area shall cease and a qualified archaeologist shall be contacted to review the site and advise the County of the site's significance. If the findings are deemed significant by the Environmental Review Officer, appropriate mitigation shall be required

**Mitigation/Monitoring:** None proposed.

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

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

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

**Mitigation/Monitoring:** None proposed.

<b><u>VII. GEOLOGY AND SOILS</u></b> – Would the project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> <li>i) Rupture of a known earthquake, fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publications 42.</li> <li>ii) Strong seismic ground shaking?</li> <li>iii) Seismic-related ground failure, including liquefaction?</li> <li>iv) Landslides?</li> </ul>			✓	

<b><u>VII. GEOLOGY AND SOILS</u></b> – Would the project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
b) Result in substantial soil erosion or the loss of topsoil?			✓	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?			✓	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			✓	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?				✓
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				✓

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

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

i) Rupture of a known earthquake fault;

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

ii) Strong seismic ground shaking;

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

All structures shall be constructed according to the seismic requirements of the currently adopted Building Code.

iii) Seismic-related ground failure, including liquefaction;

The project site is located in an area with moderate potential for liquefaction. All structures shall be constructed according to the seismic requirements of the currently adopted Building Code. A geotechnical report is required to be submitted with building plans in accordance with uniform building code. The report would address any geotechnical deficiencies.

iv) Landslides.

The project site is flat and is not position at the top or toe of a slope that is at risk of landslide.

b) The project would not result in substantial soil erosion or the loss of topsoil. The project site is flat. Soils within the project site consist of Churn Gravelly Loam, 0 to 3% (CeA). The Soil Survey of Shasta County, completed by the United States Department of Agriculture, Soil Conservation Service and Forest Service in August, 1974, indicates these soils have a hazard of erosion ranging from none to slight. A grading permit is required prior to any grading activities. The grading permit includes requirements for erosion and sediment control, including retention of topsoil. In addition, because the project would involve the disturbance of more than 1-acre of land, as noted in informal consultation comments from the State of California Regional Water Quality Control Board, a state Construction General Permit (CGP) is required for the project. The CGP would require the implementation of storm water pollution controls during construction and post construction. The requirements would address erosion and sediment control as well.

c) The topography of the site is flat. All structures shall be constructed according to the seismic requirements of the currently adopted Building Code. A geotechnical report is required to be submitted with building plans in accordance with uniform building code. The report would address any geotechnical deficiencies.

- d) Churn Gravelly Loam, 0 to 3% (CeA) soils are considered to have moderate shrink swell (expansive) potential. All structures shall be constructed according to the seismic requirements of the currently adopted Building Code. A geotechnical report is required to be submitted with building plans in accordance with uniform building code. The report would address any geotechnical deficiencies.
- e) The soils on the project site have been tested for wastewater treatment in conjunction with the approval and subsequent recording of the subdivision map that created that created the parcel on which the project is proposed (PM04-053).
- f) The project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

**Mitigation/Monitoring:** None proposed.

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

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

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

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

The City of Redding currently utilizes a quantitative non-zero project-specific threshold based on a methodology recommended by the California Air Pollution Officers Association (CAPCOA) and accepted by the California Air Resources Board. According to CAPCOA's Threshold 2.3, CARB Reporting Threshold, 10,000 metric tons of carbon-dioxide equivalents per year (mtCO<sub>2</sub>eq/yr) is recommended as a quantitative non-zero threshold. This threshold would be the operational equivalent of 550 dwelling units, 400,000 square feet of office use, 120,000 square feet of retail, or 70,000 square feet of supermarket use. This approach is estimated to capture over half the future residential and commercial development projects in the State of California and is designed to support the goals of AB 32 and not hinder it. The use of this quantitative non-zero project-specific threshold by Shasta County, as lead agency, would be consistent with certain practices of other lead agencies in the County and throughout the State of California.

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

- Carbon Dioxide (CO<sub>2</sub>): Emitted primarily through the burning of fossil fuels. Other sources include the burning of solid waste and wood and/or wood products and cement manufacturing.
- Methane (CH<sub>4</sub>): Emissions occur during the production and transport of fuels, such as coal and natural gas. Additional emissions are generated by livestock and agricultural land uses, as well as the decomposition of solid waste.
- Nitrous Oxide (N<sub>2</sub>O): The principal emitters include agricultural and industrial land uses and fossil fuel and waste combustion.
- Fluorinated Gases: These can be emitted during some industrial activities. Also, many of these gases are substitutes for ozone-depleting substances, such as CFC's, which have been used historically as refrigerants. Collectively, these gases are often referred to as "high global-warming potential" gases.

The primary generators of GHG emissions in the United States are electricity generation and transportation. The EPA estimates that nearly 85 percent of the nation's GHG emissions are comprised of carbon dioxide (CO<sub>2</sub>). The majority of CO<sub>2</sub> is generated by petroleum consumption associated with transportation and coal consumption associated with electricity generation. The remaining emissions are predominately the result of natural-gas consumption associated with a variety of uses.

Operational emissions from the proposed project would be significantly less than the quantitative non-zero project-specific thresholds described above. The scope of the proposed project improvements will not involve a significant number of equipment hours to complete and would not generate significant traffic volumes during construction. All off-road equipment used during construction would be in conformance with applicable emissions standards. Post-construction, the truck yard and distribution facility are not expected to generate significant GHG emissions. As noted previously a distribution facility of this size would be expected to generate 53 vehicle trips per day. The project is a consumer and end user of electricity and fuel. It is assumed that electricity consumed by the project would be provided by the applicable service provider in accordance with state renewable energy plans and that vehicles used by the project would conform with state regulations and plans regarding fuel efficiency. Therefore, the project is not expected to generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, nor would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

**Mitigation/Monitoring:** None proposed.

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

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

- a-b) The project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Nor would the project 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. The distribution facility would not involve the transport or storage of hazardous materials. The truck yard would involve the storage of tractors and trailers only and would not involve any activities such as maintenance and repair that would involve the transport or storage of hazardous materials.
- c) The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. There is no existing or proposed school within one-quarter mile of an existing or proposed school.
- d) The project site is not included on the list of hazardous materials sites compiled by the California Department of Toxic Substances Control. The project is not located on a site which is included on a list of hazardous materials sites and would not create a significant hazard to the public or the environment. As noted above the project site was previously used for a contractor’s yard that operated in violation of the Shasta County zoning code from approximately March of 2009 to September 2010. The violation case record does not indicate the operation involved the transport use or storage of significant amounts or hazardous materials, or any reference

to observations or evidence of hazardous materials contamination having occurred as a result of the contractor’s yard operation.

- e) The project is not located within an airport land use plan or within two miles of a public airport or public use airport.
- f) A review of the project and the Shasta County and City of Anderson Multi-Jurisdictional Hazard Mitigation Plan indicates that the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- g) The project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. The Shasta County Fire Department has indicated that the project is located in an area which is designated as a HIGH fire hazard severity zone. All roadways, driveways and buildings for the proposed project be required to be constructed in accordance with the Shasta County Fire Safety Standards. These standards also require the clearing of combustible vegetation around all structures for a distance of not less than 30 feet on each side or to the property line. The California Public Resources Code Section 4291 includes a “Defensible Space” requirement of clearing 100 feet around all buildings or to the property line, whichever is less. The property is served by existing private fire protection water system including hydrants. This system is required to be in working order and meet required performance standards for the provision of fire protection water for structure protection and firefighting.

**Mitigation/Monitoring:** None proposed.

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

**Discussion:** Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, and an Oak Harbor Site APN 090-370-009 Drainage Report, (NexGen, April 2021), the following findings can be made:

- a) The project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. A grading permit is required prior to any grading activities. The grading permit includes requirements for erosion and sediment control, including retention of topsoil. In addition, because the project would involve the disturbance of more than 1-acre of land, as noted in informal consultation comments from the State of California Regional Water Quality Control Board, a state Construction General Permit (CGP) is required for the project. The CGP would require the implementation of storm water pollution controls during construction and post construction.
- b) The project would not substantially deplete decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. The Redding Area Groundwater Basin

underlies south central Shasta County is stable and healthy basin with adequate water supplies that is subject to a Groundwater Sustainability Plan (GSP). A well would be drilled to provide water for the project. Project water demands would be relatively low. During construction water from the well may be used for dust control. Once operational well water would be used primarily for landscaping and potable water and sewage disposal for employees. Overall, the project would not demand significant amounts of groundwater.

- c) Currently the project site and lands in the vicinity drain to a system of roadside drainage ditches and swales on the east and west sides of Locust Road that eventually drain to the Anderson-Cottonwood Irrigation District ditch and/or lands adjacent to the ditch. The project would create impervious surface area that has the potential to increase the rate and amount of surface run-off from the project site. Proposed culverts located at the northwest and southwest corners of the project site would collect on-site run-off and off-site runoff that would otherwise enter the project site and convey these waters to an existing drainage swale on the west side of Locust Road at a rate and amount equal to pre-project existing conditions. While these waters are proposed to be redirected to the west side of Locust Road at the project site, the existing drainage pattern would otherwise be convey these waters to the west side of Locust Road through an existing culvert within the system further downstream. An on-site subsurface detention/infiltration basin would collect and detain the projected post-project increase in stormwater in an underground system of four 175-foot perforated pipes encased in gravel from which the detained stormwater would infiltrate the soil. The culverts proposed to convey drainage to the drainage swale west of Locust Road would incorporate rip-rap energy dissipators to minimize the velocity exiting the proposed culverts to eliminate potential erosion and degradation of the existing swale. Although some storm water would be redirected to the west side of Locust Road, in this manner, the existing drainage pattern of the project site and area would not be substantially altered through the addition of impervious surfaces that would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; 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; and/or impede or redirect flows.
- d) The project would not risk release of pollutants in flood hazard, tsunami, or seiche zones due to project inundation because is it not located in a flood hazard, tsunami, or seiche zones. The project would not conflict with or obstruct implementation of a water quality control plan or sustainable management plan (see section X.b above).

**Mitigation/Monitoring:** None proposed.

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

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

- a) The project does not include the creation of any road, ditch, wall, or other feature which would physically divide an established community.
- b) The project is consistent with the Industrial (I) General Plan land use designation and the General Industrial (M) zone district of the project site.

The project would not generate enough traffic to significantly reduce the volume-to-capacity ratio of adjacent roadways to a reduced level of service. The project is located within the Interstate 5/Deschutes Road traffic impact fee zone and would therefore contribute a fair share contribution to the cost of improvements that at have occurred at that interchange.

Informal consultation comments from the City of Anderson indicated the project site was within its sphere of influence. The project would require the dedication of right-of-way necessary to accommodate road frontage improvements recommended by the City of Anderson now or after future annexation, including construction to “minor arterial” standard, a minimum 6-foot wide sidewalk, a 10-foot wide public service easement and 35-foot tall city-standard street lights along street frontage. The project would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Outdoor storage is proposed within a Department of Energy, Western Area Power Authority (WAPA) easement. WAPA does not object to the use of this area for the stated purpose provided the facilities do not block access to the WAPA tower, otherwise impact WAPA structures, or add to the existing grade resulting in a decrease of ground to conductor clearance. The project will be subject to conditions that barriers be provided for tower protection and that the landowner have the means to relocate items stored near the tower upon request by WAPA. The conditions would be enforced by a License Agreement between WAPA and the landowner which would have to be obtained prior to commencement of construction.

**Mitigation/Monitoring:** None proposed.

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

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

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

**Mitigation/Monitoring:** None proposed.

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

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

- a) The project would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local General Plan or noise ordinance, or applicable standards of other agencies. The project is located in an area that currently experiences noise of similar character and volume, including from three truck yards and an online vehicle auction business that includes the transfer of vehicles using trucks and car trailers, and noise from traffic on Locust Road. The hours of operation for the proposed truck yard and distribution facility would be during daytime hours from 7:00 a.m. to 10:00 p.m.

Noise levels generated by construction activities at the project site would temporarily increase ambient noise levels in the vicinity of the project. Due to the short duration of construction and the application of a standard condition that is applied by the County as a matter of practice that prohibits construction on weekends and holidays in the vicinity of residences or other noise sensitive receptors, the temporary increase in ambient noise levels in the vicinity of the project is expected to be less-than-significant.

For the life of the project, noise generated by the truck yard and distribution facility operations would increase ambient noise levels in the vicinity of the project site. Operational noise sources would include increased traffic on Locust Road and outdoor activities including the movement of vehicles, including backing beepers, coupling and uncoupling of trailers, loading/unloading to and from the warehouse building, and general noise from outdoor activities of employees, including speech. A diesel truck traveling at 40 mph hour would be expected to generate a decibel level of 84 decibels (dB) at a distance of forty feet. This instantaneous noise level would be expected to attenuate to 54 dB at 1,280 feet, based on a general rule of noise attenuation that noise is reduced six decibels for every doubling of distance (ex. if a piece of equipment produces 100 dB at 25 feet, the noise level will be 94 dB at 50 feet). It is expected that instantaneous noise from operational sources described above would be of less volume than diesel trucks traveling on the roadway and that noise levels from these sources would be attenuated to less than 55 dB at the nearest residence approximately 1,200 feet away. In any event, these noise sources would be intermittent and not continuous or of a sustained significant duration or volume to the extent that noise from the project site would be expected to exceed the 1-hour weighted average (hourly  $L_{eq}$ ) General Plan Noise Standard of 55 dB daytime (7 a.m. to 10 p.m.) and 50 dB nighttime (10 p.m. to 7 a.m.).

- b) The project would not result in generation of excessive groundborne vibration or groundborne noise levels. The project would not include any potential sources of excessive groundborne vibration or groundborne noise levels such as blasting or pile driving during construction. Tractor semi-trailers moving a slow speed within the project site would not be a significant source of groundborne vibration and neither would any other use of equipment or general operational activity at the site.
- c) The project is not located within the vicinity of a private airstrip or an airport land use plan, or within two miles of a public airport or public use airport.

**Mitigation/Monitoring:** None proposed.

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

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

- a) The project would not induce substantial unplanned population growth in an area, either directly or indirectly. Approximately nine (9) employees are expected to work at the site. It is not anticipated that all of these positions would be filled by new residents of Shasta County but that some or all would be filled from the labor pool of current Shasta County residents and/or current Oak Harbor Freight Lines, Inc. employees that reside in Shasta County. Even if all nine employees were new residents to Shasta County this would result in a population growth of roughly 23 persons based on Shasta County’s average household size of 2.48 persons. Given a total County population of approximately 180,080 (U.S. Census, July 1, 2019) this would not be a substantial increase in population. The project does not include the development of new homes, nor does it include the extension of any permanent roads or other infrastructure. Therefore, the project is not expected to otherwise induce substantial growth in the area.
- b) The project does not include destruction of any existing housing.

**Mitigation/Monitoring:** None proposed.

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

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

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

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

**Fire Protection:**

The project is in a HIGH fire hazard severity zone. Fire protection water for the parcel is provided by an existing private fire protection water system, including hydrants. The project would be required to meet all applicable fire safety standards and building requirements. The property is in the Cottonwood Fire Protection District. The District was consulted informally and has not indicated that any significant additional level of fire protection is necessary.

**Police Protection:**

The County has a total of 147 sworn and 119 non-sworn County peace officers (Sheriff's deputies) for the County population of 67,274 (California Department of Finance 2015) persons in the unincorporated area of the County. That is a ratio of one officer per 267 persons. The project could result in 9 additional employees, with a corresponding estimated population of 23 persons (2.48 persons per household for Shasta County (California Department of Finance 2010)). This is not considered an increase in population that warrants any additional sworn or non-sworn peace officers that would result in new or physically altered governmental facilities or need for new or physically altered governmental facilities.

The Shasta County Sheriff's Office provided informal consultation comments on the project. The comments indicated that similar businesses within their jurisdiction have been the target of petty theft, vandalism, burglary, and other crimes. While the Sheriff has not indicated this concern would warrant any additional sworn or non-sworn peace officers that would result in new or physically altered governmental facilities or need for new or physically altered governmental facilities, it did recommend the applicant install surveillance systems and alarms as a deterrent and to aid in investigation should the business be the target of a crime.

**Schools:**

The resultant development from the project will be required to pay the amount allowable per square foot of construction to mitigate school impacts.

**Parks:**

The County does not have a neighborhood parks system.

**Other public facilities:**

None.

**Mitigation/Monitoring:** None proposed.

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

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

- a) The County does not have a neighborhood or regional parks system or other recreational facilities. The project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. As noted, above the project would not induce substantial population growth, nor would the business rely on the use of existing recreational facilities. Therefore, the project would not substantially increase the use of existing recreation facilities.
- b) The project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

**Mitigation/Monitoring:** None proposed.

<b>XVII. TRANSPORTATION:</b> Would the project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?				✓
b) Conflict 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)?			Y	
d) Result in inadequate emergency access?				Y

**Discussion:** Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, and a Traffic Impact Analysis Memorandum prepared by GHD (March 2021) the following findings can be made:

- a) The project would not conflict with a program, ordinance or policy establishing measures of effectiveness for the performance of addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Locust Road is not identified as being within any existing or proposed bikeway. The project is consistent with the Shasta County General Plan Circulation Element policies for transit and pedestrian bicycle modes, the 2010 Shasta County Bikeway Plan, and with the Regional Transportation Plan.
- b) CEQA Guidelines Section 15064.3 subdivision (b) requires that lead agencies consider whether a project would increase vehicle miles traveled (VMT) to the extent that impacts on the environment, primarily from vehicle emissions, would result. Based on the Office of Planning and Research’s (OPR) technical advisory regarding VMT analysis, only vehicle trips for light-duty vehicles shall be considered in VMT analysis. Based on the amount of office space to be provided in the building, the project would generate approximately 20 light duty vehicle trips per day which is well below the screening threshold identified in OPR’s technical advisory.

- c) Traffic generated by the project would access the project from the north and depart the project to the north. To provide for safe entry and exit, a left turn lane would be provided for traffic entering at the southern access to the project site and an acceleration lane would be provided at the north exit from the project site. The proposed traffic pattern for the project would require that project traffic pass through an all-way stop controlled intersection at Locust Road and Kimberly Road that is less than 140 feet from a rail crossing which satisfies Part A of the Manual on Uniform Traffic Control Devices (MUTCD) Warrant 9 for signalization. However, because Kimberly Road is a single lane approach at the intersection further analysis under MUTCD Warrant 9 Table 4C-9 was conducted; based on this assessment, it was determined that traffic volumes during the peak hour Cumulative Plus Project condition was not enough to satisfy Part B of the warrant. Overall, Warrant 9 was not met at the intersection and signalization of the intersection is not warranted as a result of the project. Therefore, the project would not substantially increase a traffic hazard due to incompatibility with railroad operations.
- d) The project would not result in inadequate emergency access. The project has been reviewed by the Shasta County Fire Department which has determined that there is adequate emergency access.

**Mitigation/Monitoring:** None proposed.

<b>XVIII. TRIBAL CULTURAL RESOURCES:</b> Would the project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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), or  ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				✓

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

- a) The Wintu Tribe of Northern California has requested notification of proposed projects located within their geographic area of traditional and cultural affiliation in accordance with Public Resources Code section 21080.3(b), also known as AB52. The project is located within the Tribe’s geographic area of traditional and cultural affiliation. The Department of Resource Management contacted the Tribe to facilitate a project notification by e-mail and sent a project notification e-mail in reply to the Tribe on May 24, 2021 to notify the Tribe that the project was under review and to provide the Tribe 30 days from the receipt of the letter to request consultation on the project in writing. Staff followed up with a second e-mail on June 3, 2021 to the Tribe regarding the status of its project notification review. To date, no response to the project notification has been received. A notice of the availability of this document and public hearing for the project has been sent to the Tribe.

The project would not cause a substantial adverse change in the significance of a tribal cultural resource as there is no evidence of historical resources at the site that are listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources; or a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. (See also Section V. above).

**Mitigation/Monitoring:** None proposed.

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

**Discussion:** Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, and an On-Site Sewage Disposal Feasibility Report (NexGen 2021), the following findings can be made:

- a) The project would not require or result in the relocation or construction of new or expanded water or, wastewater treatment facilities or expansion of existing storm water drainage, electric power, natural gas or telecommunications facilities, the construction or relocations of which could cause significant environmental effects. The project will be served by an individual onsite well. The well would be drilled pursuant to a well permit from the Shasta County Environmental Health Division and in accordance with all applicable environmental protection standards of the permit. An onsite wastewater treatment system (OWTS) would be constructed to serve the project. The soils at the site have been tested and shown to meet Shasta County standards for the construction and use of an OWTS. The proposed OWTS would be constructed pursuant to an OWTS permit from the Shasta County Environmental Health Division and in accordance with all applicable environmental protection standards of the permit and design standards for the placement of a leach field under an impervious surface.
- b) The project will be served by individual wells. The project would not generate significant water demand and is located within the Redding Area Anderson Subbasin. The Anderson Subbasin is a medium priority groundwater subbasin that is not critically overdrafted and would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.
- c) The project would be served by an onsite well and onsite wastewater treatment system. No other water or wastewater treatment system would be affected by the project.
- d) The West Central Landfill has sufficient capacity to accommodate the additional residence and is in compliance with Federal, State, and local statutes and regulations related to solid waste.
- e) The project would comply with Federal, State, and local management and reduction statutes and regulations related to solid waste.

**Mitigation/Monitoring:** None proposed.

<b>XX. WILDFIRE:</b> If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				✓

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

**Discussion:**

- a) The project site has adequate emergency access via Locust Road and the through road system to which Locust Road is connected. The project would not substantially impair an adopted emergency response plan or emergency evacuation plan.
- b) The project would not due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.
- c) The project would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?
- d) The project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

**Mitigation/Monitoring:** None proposed.

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

**Discussion:**

- a) Based on the discussion and findings in Section IV. Biological Resources, there is no evidence to support a finding that the project would have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below the self-sustaining levels, threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of a rare or endangered plant or animal.

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

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

**Mitigation/Monitoring:** None proposed.

## INITIAL STUDY COMMENTS

PROJECT NUMBER Use Permit 21-0002 – Oak Harbor Freight, Inc.

### GENERAL COMMENTS:

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

1. On-Site Sewage Disposal Feasibility Report, NexGen, Ian Cole, P.E., June 15, 2021.
2. Oak Harbor Site APN 090-370-009 Drainage Report, NexGen, Ian Cole, P.E., April 7, 2021.
3. Traffic Impact Analysis Memorandum, GHD, Kathryn Kleinschmidt, P.E., PTOE, March 26, 2021

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

1. California Department of Fish and Wildlife
2. California Regional Water Quality Control Board

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

## SOURCES OF DOCUMENTATION FOR INITIAL STUDY CHECKLIST

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

### GENERAL PLAN AND ZONING

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

### ENVIRONMENTAL IMPACTS

#### I. AESTHETICS

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

#### II. AGRICULTURAL AND FORESTRY RESOURCES

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

#### III. AIR QUALITY

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

#### IV. BIOLOGICAL RESOURCES

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

#### V. CULTURAL RESOURCES

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

#### VI. ENERGY

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

#### VII. GEOLOGY AND SOILS

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

#### VIII. GREENHOUSE GAS EMISSIONS

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

## **IX. HAZARDS AND HAZARDOUS MATERIALS**

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

## **X. HYDROLOGY AND WATER QUALITY**

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

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

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

## **XII. MINERAL RESOURCES**

3. Shasta County General Plan Section 6.3 Minerals.

## **XIII. NOISE**

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

## **XIV. POPULATION AND HOUSING**

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

## **XV. PUBLIC SERVICES**

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

## **XVI. RECREATION**

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

## **XVII. TRANSPORTATION/TRAFFIC**

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

## **XVIII. TRIBAL CULTURAL RESOURCES**

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

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

1. Records of, or consultation with, the following:
  - a. Pacific Gas and Electric Company.
  - b. Pacific Power and Light Company.
  - c. Pacific Bell Telephone Company.
  - d. Citizens Utilities Company.
  - e. T.C.I.
  - f. Marks Cablevision.
  - g. Shasta County Department of Resource Management, Environmental Health Division.
  - h. Shasta County Department of Public Works.

**XX. WILDFIRE**

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

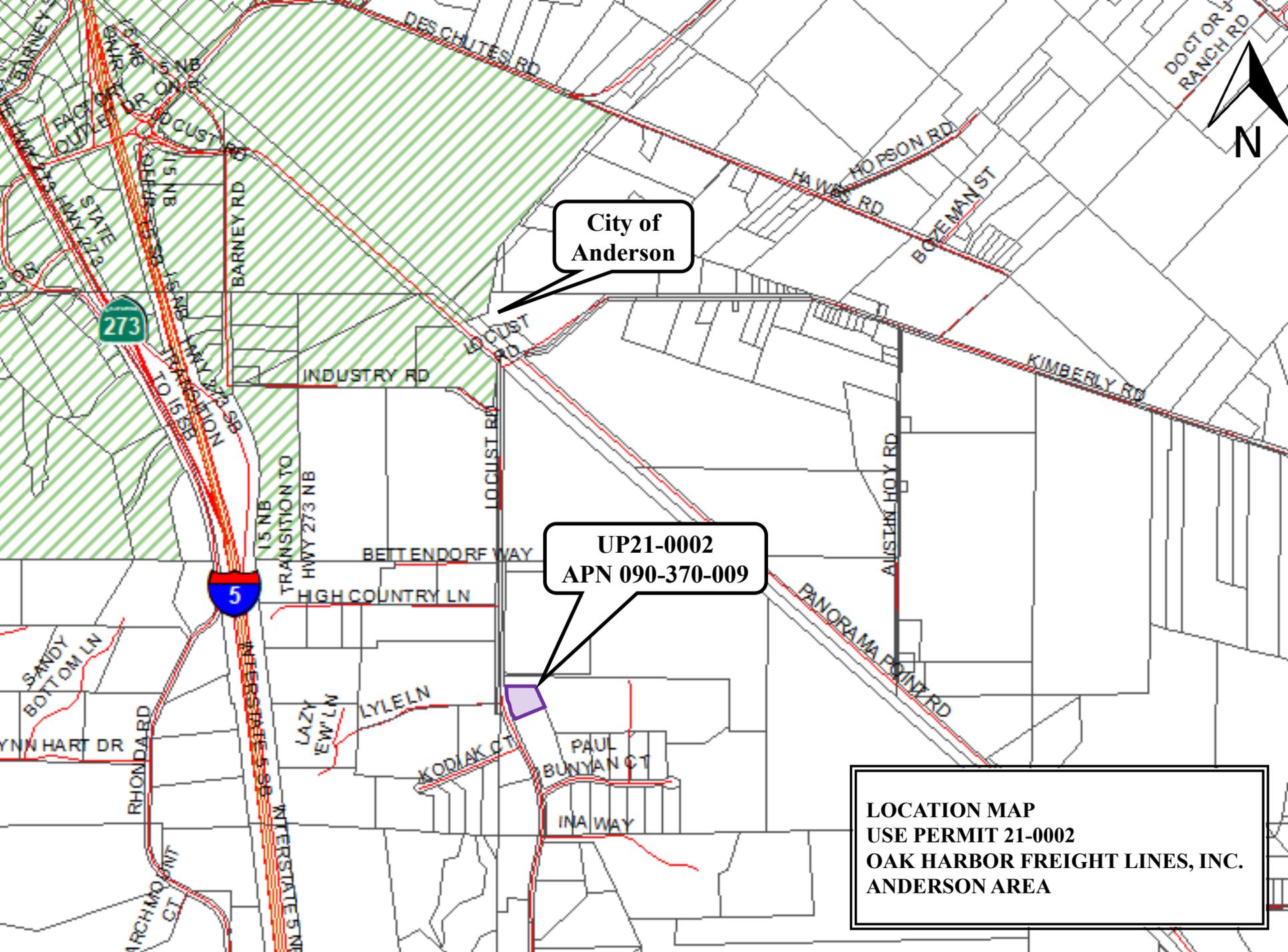
**XXI. MANDATORY FINDINGS OF SIGNIFICANCE**

None

**MITIGATION MONITORING PROGRAM (MMP)  
FOR UP21-0002 (OAK HARBOR FREIGHT)**

Mitigation Measure/Condition	Timing/Implementation	Enforcement/Monitoring	Verification (Date & Initials)
<b>Section IV. Biological Resources</b>			
<u><i>Nesting Birds and Raptors</i></u>			
<p>IV.a.1) a) Conduct vegetation removal and other ground disturbance activities associated with construction from September 1 through January 31, when birds are not nesting; or</p> <p>b) If vegetation removal or ground disturbing activities are to take place during the nesting season (February 1 through August 31), conduct pre-construction surveys for nesting birds within 14 days of the start of construction. These surveys shall be conducted by a qualified biologist. If an active nest is located during the preconstruction surveys, a non-disturbance buffer shall be established around the nest by a qualified biologist in consultation with the California Department of Fish and Wildlife (CDFW). No vegetation removal or construction activities shall occur within this non-disturbance buffer until the young have fledged, as determined through additional monitoring by the qualified biologist. The results of the pre-construction surveys shall be sent electronically to CDFW at R1CEQARedding@wildlife.ca.gov.</p>	<p>Prior to Issuance of Grading/Building Permit During Project Construction</p>	<p>Resource Management, Planning Division /California Department of Fish &amp; Wildlife</p>	
<p>IV.a.2) a) Conduct large tree removal outside of the bat maternity season and bat hibernacula (September 1 to October 31).</p>	<p>Prior to Issuance of Grading/Building Permit During Project Construction</p>	<p>Resource Management, Planning Division /California Department of Fish &amp; Wildlife</p>	

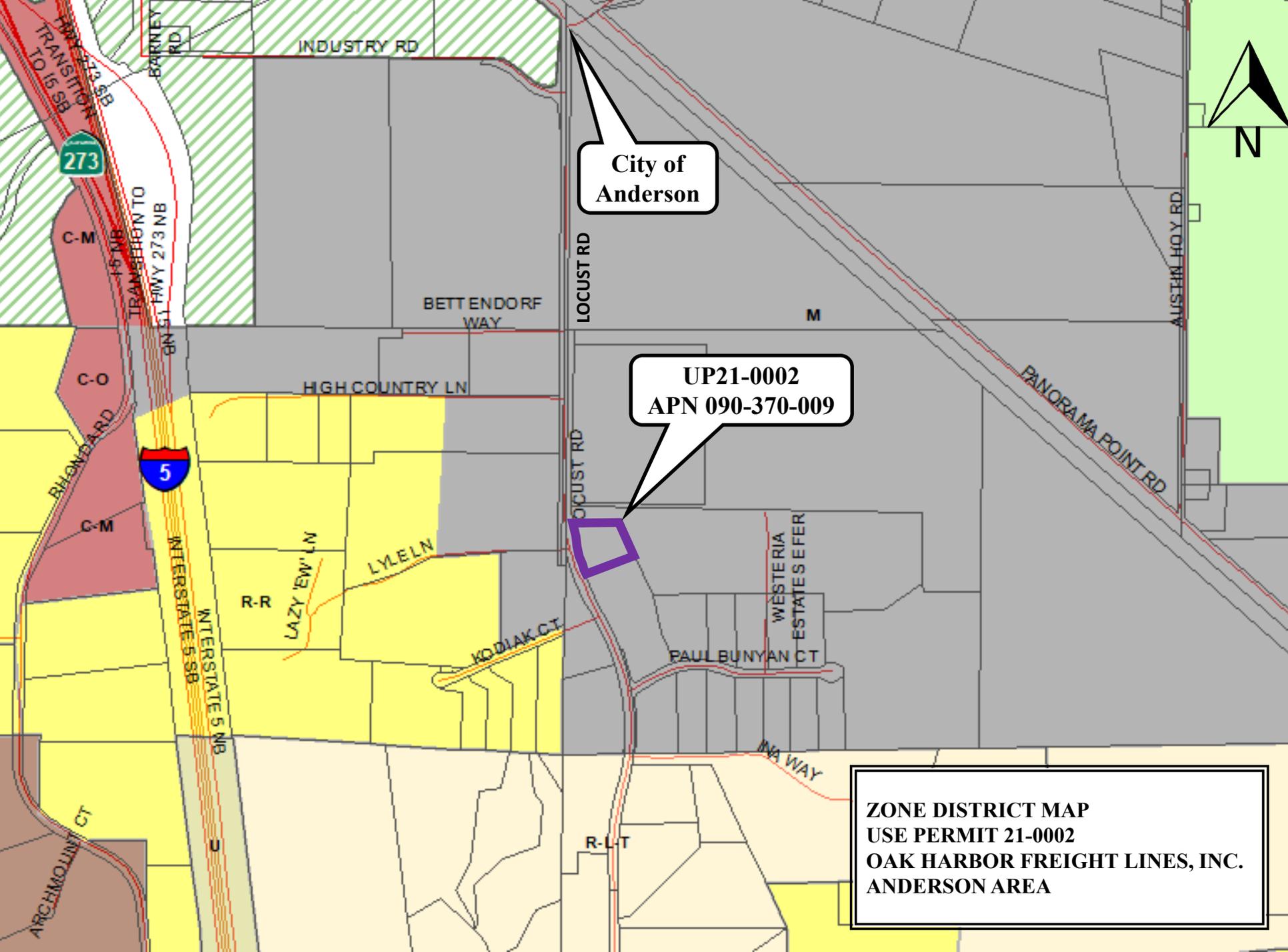
Mitigation Measure/Condition	Timing/Implementation	Enforcement/Monitoring	Verification (Date & Initials)
<p>b) If removal or disturbance of trees will occur during the bat maternity season, when young are non-volant (March 1 – Aug 31), or during the bat hibernacula (November 1 – March 1) large trees (those greater than 5 inches in diameter) shall be thoroughly surveyed for cavities, crevices, and/or exfoliated bark that may have high potential to be used by bats within 14 days of the start of construction. The survey shall be conducted by a qualified biologist or arborist familiar with these features to determine if tree features and habitat elements are present within the oak trees. Trees with features potentially suitable for bat roosting should be clearly marked prior to removal and humane evictions must be conducted by or under the supervision of a biologist with specific experience conducting exclusions. Humane exclusions could consist of a two-day tree removal process whereby the non-habitat trees and brush are removed along with certain tree limbs on the first day and the remainder of the tree on the second day.</p>			



City of  
Anderson

UP21-0002  
APN 090-370-009

LOCATION MAP  
USE PERMIT 21-0002  
OAK HARBOR FREIGHT LINES, INC.  
ANDERSON AREA



City of Anderson

UP21-0002  
APN 090-370-009

**ZONE DISTRICT MAP  
USE PERMIT 21-0002  
OAK HARBOR FREIGHT LINES, INC.  
ANDERSON AREA**



HWY 273 SB  
TRANSITION TO I5 SB



C-M

C-O

C-M



INTERSTATE 5 SB

INTERSTATE 5 NB

C

BARNEY RD

INDUSTRY RD

BETTENDORF WAY

HIGH COUNTRY LN

R-R

LAZY 'EW' LN

LYLE LN

KODIAK CT

PAUL BUNYAN CT

WESTERIA ESTATES EFER

INA WAY

LOCUST RD

LOCUST RD

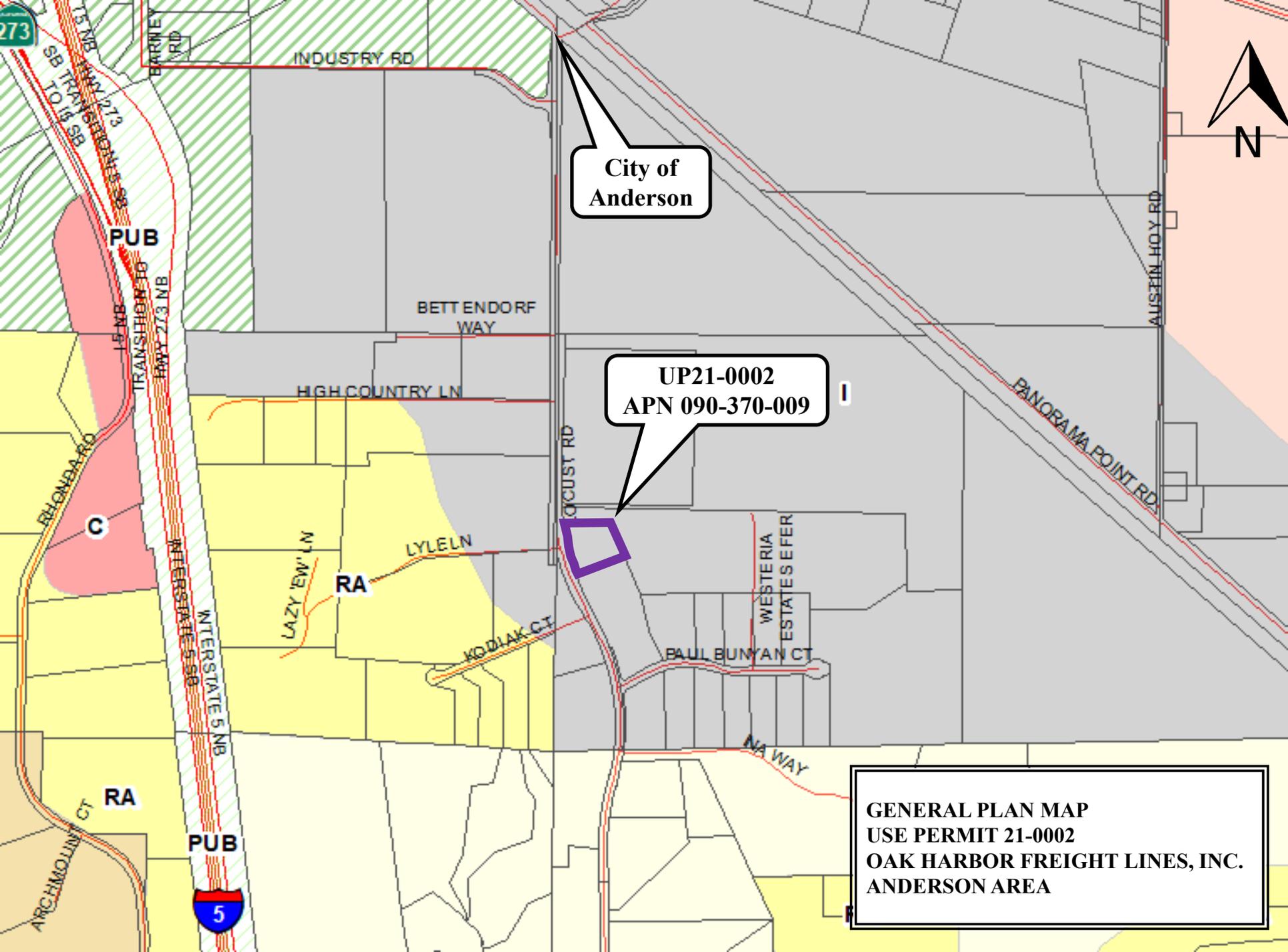
R-LT

M

AUSTIN HOY RD

PANORAMA POINT RD

ARCHMOLINE CT



City of  
Anderson

UP21-0002  
APN 090-370-009

**GENERAL PLAN MAP  
USE PERMIT 21-0002  
OAK HARBOR FREIGHT LINES, INC.  
ANDERSON AREA**



**UP21-0002  
APN 090-370-009**

**AERIAL IMAGE  
USE PERMIT 21-0002  
OAK HARBOR FREIGHT LINES, INC.  
ANDERSON AREA**

EXISTING 60' RIGHT-OF-WAY  
60.00  
28.00  
EXISTING 28'-WIDE LOCUST RD PAVEMENT WITH 12' DRIVE LANE AND 1' PAVED SHOULDER IN EACH DIRECTION TO BE WIDENED TO CITY OF ANDERSON STANDARDS AT SUBJECT PROPERTY AS SHOWN IN THIS SITE PLAN.

**SITE NOTES:**  
NOTE: EXISTING ROAD SIDE BAR DITCH TO REMAIN

130.17 ACCELERATION LANE  
(2) 20' SLIDE GATES OPEN INTO LANDSCAPE EITHER SIDE

TRUCK EGRESS w/ 50' TURNING RADIUS TO ENGAGE 130.17 ACCELERATION LANE. PAIR OF 20' GATES SLIDING INTO LANDSCAPE IN BOTH DIRECTIONS FROM CENTER, SIMILAR SOUTH INGRESS GATE.

PRIMARY SEWAGE DISPOSAL AREA PRIBENEATH ASPHALT DRIVE LANE.

ACCESSIBLE ROUTE TO STREET WITH SECURE GATE IN PERIMETER FENCING

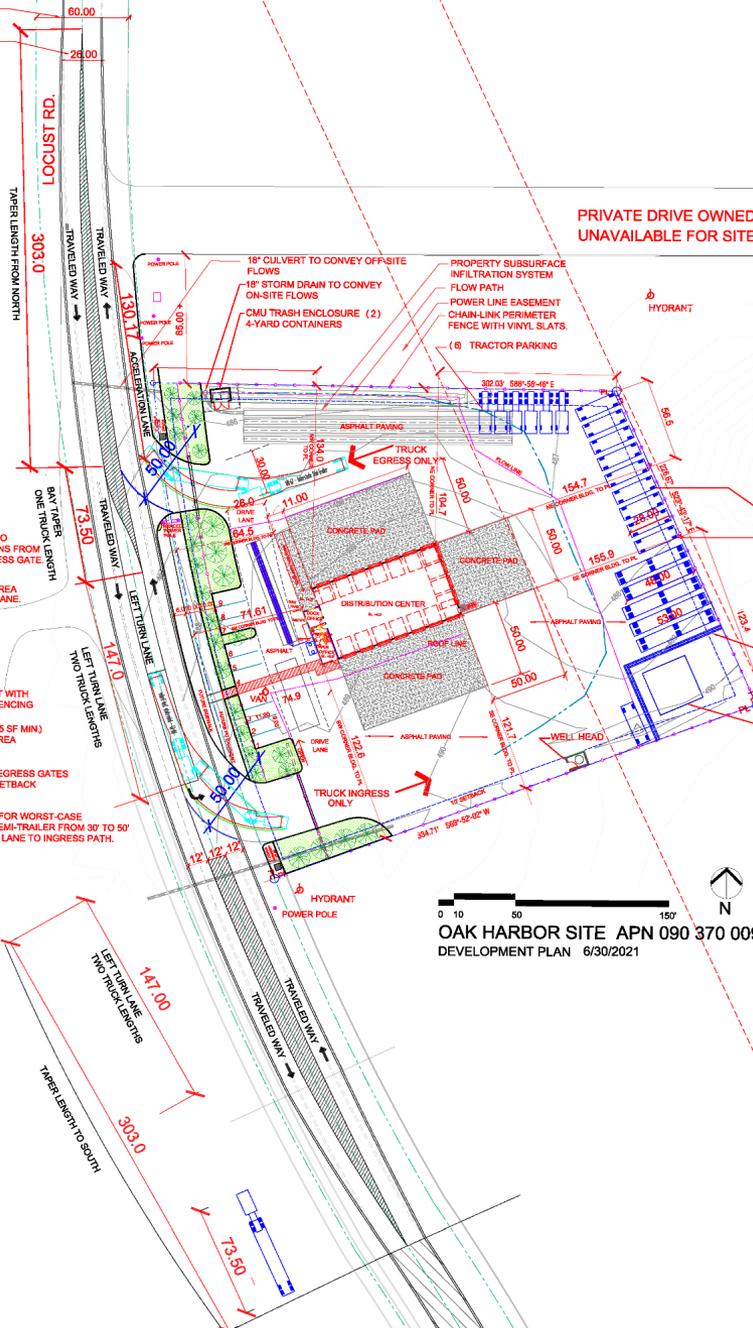
100% REPLACEMENT AREA ( 855 SF MIN) PRIMARY SEWAGE DISPOSAL AREA

SECURE PERIMETER FENCING WITH OPERABLE 20' INGRESS/EGRESS GATES AT REQUIRED 10' LANDSCAPE SETBACK

50' MAXIMUM TURNING RADIUS FOR WORST-CASE SCENARIO WB 67 INTERSTATE SEMI-TRAILER FROM 30' TO 50' RADIUS AT LOCUST ROAD DRIVE LANE TO INGRESS PATH.  
(2) 20' SLIDE GATES OPEN INTO LANDSCAPE EITHER SIDE

ISLAND LEFT-HAND TURN RESTRICTION

(2) 18" CULVERTS TO CONVEY OFF-SITE FLOWS. SEE CIVIL FEASIBILITY REPORT.



PRIVATE DRIVE OWNED BY COPART  
UNAVAILABLE FOR SITE ACCESS

- (10) 28' TRAILERS
- (2) 48' TRAILERS
- (3) 53' TRAILERS

NOTE: NEIGHBORING SEPTIC GREATER THAN 100' FROM PL

42" x 72" JERSEY BARRIER SEGMENTS (20) ALONG 10' PROTECTIVE SETBACK SURROUNDING TRANSMISSION TOWER BASE AGAINST TRAFFIC SIDES, AS REQUIRED BY WESTERN AREA POWER ADMINISTRATION.

TRANSMISSION TOWER OVERHEAD TRANSMISSION LINES

LOT AREA: 90,048 SF  
ZONED AS: 2.002 A  
BUILDING AREA: 4,819 SF  
IMPERVIOUS SURFACE: CONCRETE: 11,925 SF  
IMPERVIOUS SURFACE: ASPHALT: 23,090 SF  
COVERAGE: .44

OAK HARBOR SITE APN 090 370 009  
DEVELOPMENT PLAN 6/30/2021



VICINITY MAP

**SITE PLAN  
USE PERMIT 21-0002  
OAK HARBOR FREIGHT LINES, INC.  
ANDERSON AREA**

PROJECT: OAK HARBOR FREIGHT LINES

PROFESSIONAL SEAL: [Blank]

DATE: [Blank]

SCALE: [Blank]

PROJECT: OAK HARBOR FREIGHT LINES, INC. ANDERSON AREA

DATE: [Blank]

SCALE: [Blank]