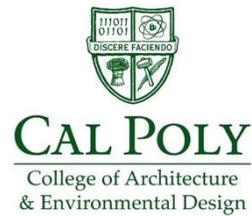


# Final Environmental Impact Report

Draft City of Weed 2040 General Plan

NOVEMBER 5, 2017



State Clearinghouse Number: 2016122001



# **Final Environmental Impact Report**

For

Draft City of Weed 2040 General Plan

Prepared by:

The Department of City and Regional Planning  
California Polytechnic State University, San Luis Obispo

State Clearinghouse Number: 2016122001

DATE: November 5, 2017

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# 1. EXECUTIVE SUMMARY

This section provides an overview of the project, the City of Weed 2040 General Plan (Plan), and the environmental analysis involved with the project. For detailed discussions of Plan impacts and listed mitigation measures related to the Plan, please refer to the specific environmental analysis sections contained in Chapter 4, sections 4.1 through 4.17, of this Environmental Impact Report (EIR).

## **Purpose and Scope of the Environmental Impact Report**

This EIR provides an analysis of potential environmental effects that may result from the proposed Project, which is the adoption and implementation of the City of Weed 2040 General Plan and related development plan within the Sphere of Influence (SOI).

The City of Weed 2040 General Plan includes: goals, objectives, policies and programs; designations of future land use; proposed circulation enhancements; the location of proposed infrastructure improvements; standards for future development; and criteria by which to judge development proposals. The City's previous General Plan is over three decades old (adopted in 1982) and this current General Plan update began in September of 2015. In California, State law (Government Code Section 65300 et seq.) requires cities and counties to develop, adopt, and maintain a general plan, or a guiding constitution upon which public and private land use decisions are made.

The EIR prepared for the proposed General Plan is a "Program EIR". According to Article 11 Section §15168 of the California Environmental Quality Act (CEQA) Handbook:

A Program EIR is an EIR that may be prepared on a series of actions that can be characterized as one large project and are related either:

- Geographically,
- As logical parts in the chain of contemplated actions,
- In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or
- As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

As such, a program level EIR evaluates the potential environmental effects as a result of adoption of a planning document, such as a general plan or zoning change. Requirements specific to preparation of a general plan EIR, according to Article 11 Section §15166 of the

California Environmental Quality Act are distinct from a program EIR. The requirements for preparing an EIR on a local general plan, element, or amendment thereof will be satisfied by using the general plan, or element document, as the EIR and no separate EIR will be required, if:

- The general plan addresses all the points required to be in an EIR by Article 9 of these Guidelines, and
- The document contains a special section or cover sheet identifying where the general plan document addresses each of the points required.

As the City of Weed 2040 General Plan contains no such document and does not address all the points required by Article 9 of the California Environmental Quality Act Guidelines, this Environmental Impact Report was prepared as a program EIR. As stated, a program level EIR does not examine the specific impacts resulting from the individual project that may be proposed through or may occur through the adoption of the 2040 General Plan. Additional environmental review pursuant to CEQA guidelines may possibly be required for site specific projects, such as those requiring discretionary approval. This site-specific review may be completed through initial studies, negative declarations, mitigated negative declarations, or the preparation of a project-level EIR. These are outlined as defined in Article 2.5 and Article 5 of the CEQA Guidelines 2016 (Amended in 2015) as follows:

- **Initial Studies:** Initial Studies determine if the project may have a significant effect on the environment. If the Lead Agency can determine that an EIR will clearly be required for the project, an Initial Study is not required but may still be desirable. An initial study may rely upon expert opinion supported by facts, technical studies or other substantial evidence to document its findings. However, an initial study is neither intended nor required to include the level of detail included in an EIR. Additionally, the initial study provides the Lead Agency with information to use as the basis for deciding whether to prepare an EIR or a Negative Declaration or enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a Negative Declaration (defined below).
- **Negative Declaration:** a written statement briefly describing the reasons that a proposed project will not have a significant effect on the environment and does not require the preparation of an environmental impact report.
- **Mitigated Negative Declaration:** a negative declaration prepared for a project when the initial study has identified potentially significant effects on the environment, but contains (1) revisions in the project plans or proposals made by, or agreed to by, the applicant before the proposed negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur, and (2) there is no substantial

evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment.

## 1.1. ENVIRONMENTAL PROCEDURES

This program EIR was prepared in accordance with CEQA guidelines and regulation to assess environmental effects association with implementation of the proposed Plan, as well as anticipate future discretionary actions and approvals. As established in Article 1 of CEQA, the basic purposes of CEQA and of this document are to:

1. Inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities.
2. Identify the ways that environmental damage can be avoided or significantly reduced.
3. Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible.
4. Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

As stated in the CEQA Guidelines, an Environmental Impact Report (EIR) is the public document used by the governmental agency to analyze the significant environmental effects of a proposed project, to identify alternatives, and to disclose possible ways to reduce or avoid the possible environmental damage. An EIR is the most comprehensive and common documentation identified in the statute and CEQA Guidelines. CEQA requires more than merely preparing environmental documents. The EIR by itself does not control the way in which a project can be built or carried out. Rather, when an EIR shows that a project would cause substantial adverse changes in the environment, the governmental agency must respond to the information through various methods that can include changing or altering the proposed project or program, imposing conditions on project approval or choosing an alternative way of meeting the same need. EIRs intend to provide an objective, factually supported and full-disclosure analysis of the environmental consequences associated with a proposed project or program that has the potential to result in environmental effects.

Additionally, an EIR is a tool that is used by a lead agency to consider the merits and disadvantages of a project that is subject to its discretionary authority. Prior to project approval, a lead agency must consider the information contained in the EIR, determine whether the EIR was properly prepared in accordance with CEQA and CEQA Guidelines, determine whether it reflects the independent judgement of the lead agency, and adopt findings concerning the project's potentially significant environmental effects, impacts and alternatives. In the case a proposed project would result in significant impacts that cannot be

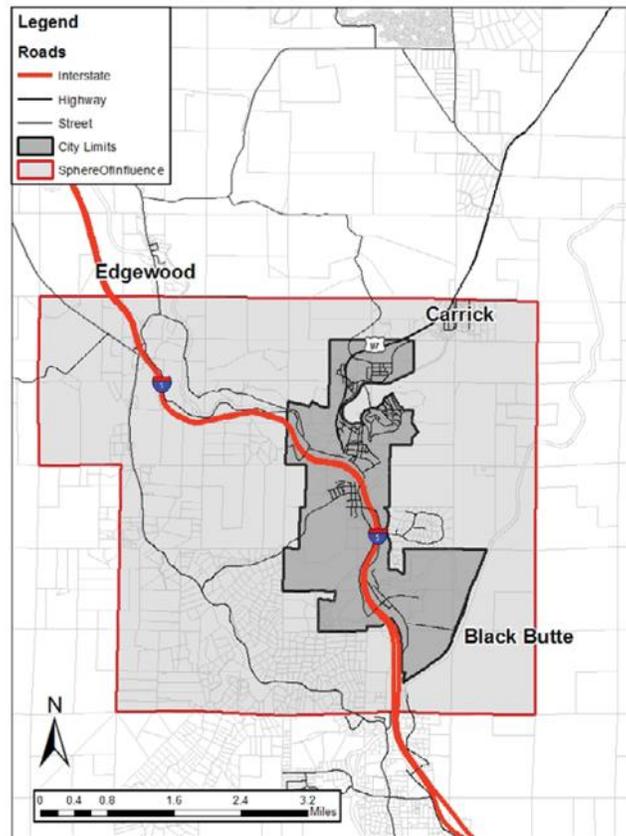
avoided, the lead agency must adopt a Statement of Overriding Considerations. When an agency decided to approve a project and adopt a Statement of Overriding Considerations, it must reflect the ultimate balancing of competing public objectives (including environmental, legal, technical, social and economic factors).

## 1.2. LOCATION AND BOUNDARIES OF THE PLAN AREA

### 1.2.1. Plan Area Location

The City of Weed is located in Siskiyou County in Northern California, about 50 miles south of the border between Oregon and California as seen in Map 1.2-1 below. The City is located approximately nine miles north of Mount Shasta and 70 miles north of Redding, CA. The City is bisected by Interstate 5 (I-5) from north to south and intersects with US Route 97 (US 97) in central Weed. Both I-5 and US 97 are major transportation connectors linking Oregon and California. The County seat is located in Yreka, approximately 29 miles northwest of the City.



*Map 1.2 -2 Planning Area*

City of Weed Sphere of Influence Map

### 1.3. PLAN SUMMARY

The proposed Plan is an update of the 1982 City of Weed General Plan. The City of Weed 2040 General Plan includes the following: goals, objectives, policies, and programs; designations of future land use; proposed circulation enhancements; the location of proposed infrastructure improvements; standards for future development; and criteria by which to judge development proposals. This Plan serves to identify the City's land use, circulation, environmental, economic, and social goals and policies as they relate to development and also provides the City's community members with opportunities to participate in the planning process.

The City of Weed 2040 General Plan includes the following seven mandatory General Plan Elements required by California State Government Code Section 65302(b) to be addressed in a general plan: Land Use, Circulation, Housing, Open Space, Conservation, Noise, and Safety.

In addition to these required elements, the City of Weed 2040 General Plan also includes these additional five elements: Air Quality, Economic Development, Public Facilities, Community Design, and Health.

The proposed Plan is expected to accommodate future physical growth related to population and housing increases that is based on growth assumptions outlined in the Preferred Growth Scenario of the General Plan. Under this scenario and, taking into account population and employment growth, the City's population is expected to increase to 3,602 residents that will require an additional 689 new housing units for a total of 1,922 housing units by 2040. Additionally, the plan aims to accommodate nearly 800 new jobs by 2040. The proposed Plan contains goals, objectives, policies, and programs to direct the City's long-term decision through 2040 while providing guidance for day to day decisions of the City Council, community members and City staff. The proposed Plan is described in more detail in Chapter 3 of this EIR.

## 1.4. SUMMARY OF ALTERNATIVES TO THE PROPOSED PLAN

Section 1512.6 of the California Environmental Quality Act (CEQA) Guidelines requires that an Environmental Impact Report (EIR) describe a range of reasonable alternatives to the Plan which could feasibly attain the basic objectives of the Plan and reduce the degree of environmental impact. Chapter 6, Description of Alternatives, provides a detailed description and comparison of each alternative to the proposed Plan.

### **No Project Alternative (Business as Usual)**

Under this alternative, the proposed Plan would not be adopted, and future development would be guided by the existing goals, policies, programs, and land use designations in the 1982 General Plan. Business as Usual is a development scenario that demonstrates how the city would grow, given that the City would adhere to historic trends in population growth, housing and economic development, and investment in public facilities and infrastructure.

### **Moderate Growth Scenario**

The Moderate Growth Scenario targets additional growth beyond the Business as Usual alternative by keeping low-density residential as the main character of the city, but incorporating new, high-density areas in core areas of the city. The goal of the Moderate Growth Scenario is to foster employment growth through all sectors by allocating commercial development along key corridors within Weed. A key feature of this scenario is placing retail, jobs, and services within walkable and bike-able distances of residential development.

Additionally, this scenario proposes circulation improvements that would enhance the transportation network for public transit, bicycles, and pedestrians to create a more accessible city.

## **Progressive Growth Scenario**

The Progressive Growth Scenario stems from aggressive projections of population and economic growth within Weed. Based on the historic jobs growth rate between 2002 and 2013, this alternative targets an annual increase of 2 percent, totaling 800 new jobs by 2040. This is double the amount of jobs increase in the Moderate Growth Scenario. Additionally, the Progressive Growth Scenario uses a 20 percent population increase, necessitating an additional 689 housing units. Under this alternative, the city would focus on more moderate-density infill development in core areas of the city while keeping the single-family character of Weed by allocating additional space for development on the city periphery. The city would focus economic growth in its primary industries to reinvigorate the local economy. Key growth areas under this scenario were selected to enhance access to goods and services, increase local connectivity, and promote safe, healthy, and vibrant neighborhoods.

## 1.5. ISSUES TO BE RESOLVED

Section §15123(b) (3) of the 2016 CEQA Guidelines requires that an EIR identify issues to be resolved. This includes the choice among alternatives and whether or how to mitigate significant effects. Regarding the proposed Plan, major issues to be resolved are outlined below and include decisions by the City of Weed, as lead agency on this EIR, related to:

- Whether this EIR adequately describes the environmental impacts of the proposed Weed 2040 General Plan.
- Whether the benefits of the Plan override those environmental impacts that cannot be feasibly avoided or mitigated to a level of insignificance
- Whether the proposed land use changes are compatible with the character of the existing area
- Whether the identified goals, policies or mitigation measures should be adopted or modified
- Whether there are other mitigation measures that should be applied to the Plan besides those Mitigation Measures identified in the EIR
- Whether there are any alternatives to the Plan that would substantially lessen any of the significant impacts of the proposed Plan and achieve most of the basic objectives.

## 1.6. AREAS OF CONTROVERSY

The City of Weed issued a Notice of Preparation (NOP) of an EIR on November 28, 2016. The scoping period ran from November 28, 2016 until December 27, 2016, during which members of the public and responsible agencies were invited to submit comments related to the content and scope of the EIR for the Weed 2040 General Plan. Additional comments were received during the General Plan outreach phase. These NOP comments are summarized below, followed by the General Plan community meetings as main areas of controversy and concern for the City of Weed.

### **Notice of Preparation Comments:**

- During the NOP period, the City of Weed received comments from the United States Department of Fish and Wildlife. The following issues of concern were raised:
  - Need for a comprehensive assessment of the flora and fauna within and adjacent to the project area should be conducted to identify special status species including rare, threatened, and endangered species and should be large enough to encompass areas that potentially would be subject to Plan (project) effects.
  - The EIR should discuss direct, indirect, and cumulative impacts expected to adversely affect biological resources and include specific measures to offset impacts.
  - Range of alternative consideration to avoid or minimize possible impacts.
  - Reduction of wetland or riparian acreage or wetland or riparian habitat values. This should ensure no “net loss” of these types of habitat.

### **Concerns Raised in General Plan Community Meeting:**

- **Safety:** Crime and fire prevention are the most pressing safety concerns in Weed.
- **Circulation:** Road pavement repair and sidewalk repair; need for alternative transportation modes.
- **Conservation:** Water conservation and air pollution as a pressing health concern.
- **Public Facilities:** Improved access to the College of Siskiyou; education and facilities needed to address drug abuse.

## 1.7. SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Table 1.7-1 summarizes the conclusions of the environmental analysis contained in this EIR and presents a summary of impacts and mitigation measures identified. It is organized to correspond with the environmental issues discussed in Chapter 4, Section 4.1 to 4.17. The table is arranged in four columns: 1) environmental impacts; 2) significance prior to

mitigation; 3) mitigation measures; and 4) significance after mitigation. For a complete discussion of potential impacts, please refer to the specific discussions in Chapter 4, Section 4.1 through 4.16.

*Table 1.7-1 Summary of Potentially Significant Impacts and Mitigation Measures*

Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
<p><b>No Impact (NI):</b> The project does not create an impact in that category</p> <p><b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.</p> <p><b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.</p> <p><b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>			
<b>Aesthetics</b>			
<p><b>AE-1:</b> Would the proposed Plan have a substantial adverse effect on a scenic vista?</p>	PS	<p><b>Mitigation AE-1:</b> The City of Weed shall designate official scenic viewsheds of Mt. Shasta.</p> <p><b>Mitigation AE-1:</b> The City of Weed shall establish building height limits for any new buildings that could potentially obstruct officially designated viewsheds.</p>	LTS
<p><b>AE-2:</b> Would the proposed Plan substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?</p>	NI	N/A	N/A
<p><b>AE-3:</b> Would the proposed Plan substantially degrade the existing visual character or quality of the site and its surroundings?</p>	LTS	N/A	N/A
<p><b>AE-4:</b> Would the proposed Plan create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</p>	LTS	N/A	N/A

Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
<p><b>No Impact (NI):</b> The project does not create an impact in that category</p> <p><b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.</p> <p><b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.</p> <p><b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>			
<b>Agriculture</b>			
<p><b>AG-1:</b> Would the proposed Plan convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>	NI	N/A	N/A
<p><b>AG-2:</b> Would the proposed Plan conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	NI	N/A	N/A
<p><b>AG-3:</b> Would the proposed Plan 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))?</p>	LTS	N/A	N/A
<p><b>AG-4:</b> Would the proposed Plan result in the loss of forest land or conversion of forest land to non-forest use?</p>	LTS	N/A	N/A
<p><b>AG-5:</b> Would the proposed Plan involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to</p>	LTS	N/A	N/A

Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
<p><b>No Impact (NI):</b> The project does not create an impact in that category</p> <p><b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.</p> <p><b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.</p> <p><b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>			
non-agricultural use or conversion of forest land to non-forest use?			
<b>Air Quality</b>			
<b>AIR-1:</b> Would the proposed Plan conflict with, or obstruct implementation of an applicable air quality plan?	LTS	N/A	N/A
<b>AIR-2:</b> Would the proposed Plan violate any air quality standard or contribute substantially to an existing or projected air quality violation?	LTS	N/A	N/A
<b>AIR-3:</b> Would the proposed Plan result in cumulative 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	LTS	N/A	N/A
<b>AIR-4:</b> Would the proposed Plan expose sensitive receptors to substantial pollutant concentrations?	LTS	N/A	N/A
<b>AIR-5:</b> Would the proposed Plan create objectionable odors affecting a substantial number of people?	LTS	N/A	N/A
<b>Biological Resources</b>			
<b>BIO-1:</b> Would the proposed Plan have a substantial	LTS	N/A	N/A

Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
<p><b>No Impact (NI):</b> The project does not create an impact in that category</p> <p><b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.</p> <p><b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.</p> <p><b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>			
<p>adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</p>			
<p><b>BIO-2:</b> Would the proposed Plan 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 Game or U.S. Fish and Wildlife Service?</p>	LTS	N/A	N/A
<p><b>BIO-3:</b> Would the proposed Plan have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</p>	LTS	N/A	N/A
<p><b>BIO-4:</b> Would the proposed Plan interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or</p>	LTS	N/A	N/A

Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
<p><b>No Impact (NI):</b> The project does not create an impact in that category</p> <p><b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.</p> <p><b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.</p> <p><b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>			
migratory wildlife corridors, or impede the use of native wildlife nursery sites?			
<b>BIO-5:</b> Would the proposed Plan conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	LTS	N/A	N/A
<b>BIO-6:</b> Would the proposed Plan conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	NI	N/A	N/A
<b>Cultural Resources</b>			
<b>CULT-1:</b> Would the proposed Plan cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	LTS	N/A	N/A
<b>CULT-2:</b> Would the proposed Plan cause a substantial adverse change in significance of an archeological resource as defined in Section 15064.5?	PS	<b>Mitigation CULT-2a:</b> If an archeological or paleontological resource is unearthed or otherwise discovered during construction related activities associated with the proposed Plan, all work must be suspended until a qualified archeologist is consulted.	PSU
<b>CULT-3:</b> Would the proposed	PS	<b>CULT – 3a:</b> Implement	PSU

Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
<p><b>No Impact (NI):</b> The project does not create an impact in that category</p> <p><b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.</p> <p><b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.</p> <p><b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>			
Plan directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		Mitigation CULT – 2a	
<b>CULT-4:</b> Would the proposed Plan disturb any human remains, including those interred outside of formal burial cemeteries?	PS	<p><b>Mitigation CULT-4a:</b> The City of Weed is to implement policy in accordance with California Public Resources Code Chapter 1.75 Section 5097.9 – 5097.991 and Section 7050 of the Health and Safety Code:</p> <p>In the event human remains are discovered during the build-out of the Plan's proposed developments, construction must be stopped, and a qualified coroner must be contacted to determine if the remains are of Native American origin. If the coroner makes this determination, the coroner will contact the Native American Heritage Commission within 24 hours.</p>	PSU
<b>CULT-5:</b> Would the proposed Plan, in combination with past, present, and reasonably foreseeable projects, result in cumulative impacts with respect to cultural resources?	LTS	N/A	N/A
<b>Geology and Soils</b>			

Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
<p><b>No Impact (NI):</b> The project does not create an impact in that category</p> <p><b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.</p> <p><b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.</p> <p><b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>			
<p><b>GEO-1:</b> Would the proposed Plan expose people or structures to potential substantial adverse effects, including the risks of loss, injury, or death involving 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?</p>	LTS	N/A	N/A
<p><b>GEO-2:</b> Would the proposed Plan expose people or structures to potential substantial adverse effects, including the risks of loss, injury, or death involving strong seismic ground shaking?</p>	LTS	N/A	N/A
<p><b>GEO-3:</b> Would the proposed Plan expose people or structures to potential substantial adverse effects, including the risks of loss, injury, or death involving seismic-related ground failure, including liquefaction?</p>	LTS	N/A	N/A
<p><b>GEO-4:</b> Would the proposed Plan expose people or structures to potential substantial adverse effects, including the risks of loss, injury, or death involving landslides?</p>	LTS	N/A	N/A
<p><b>GEO-5:</b> Would the proposed Plan result in substantial soil erosion or the loss of topsoil?</p>	LTS	N/A	N/A

Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
<p><b>No Impact (NI):</b> The project does not create an impact in that category</p> <p><b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.</p> <p><b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.</p> <p><b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>			
<p><b>GEO-6:</b> Would the proposed Plan have development located on a geologic unit or soil that is unstable, or that would become unstable as a result of the proposed Plan, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?</p>	LTS	N/A	N/A
<p><b>GEO-7:</b> Would the proposed Plan have development located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?</p>	LTS	N/A	N/A
<p><b>GEO-8:</b> Would the proposed Plan have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?</p>	LTS	N/A	N/A
<b>Greenhouse Gases</b>			
<p><b>GHG-1:</b> Would the proposed Plan generate greenhouse gas emission, either directly or indirectly, that may have a significant impact on the environment?</p>	LTS	N/A	N/A
<p><b>GHG-2:</b> Would the proposed Plan conflict with an applicable plan, or policy or regulation adopted to reduce the emissions of greenhouse</p>	LTS	N/A	N/A

Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
<p><b>No Impact (NI):</b> The project does not create an impact in that category</p> <p><b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.</p> <p><b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.</p> <p><b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>			
gases?			
<b>Hazards and Hazardous Materials</b>			
<p><b>HAZ-1:</b> Would the proposed Plan create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</p>	LTS	N/A	N/A
<p><b>HAZ-2:</b> Would the proposed Plan 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?</p>	LTS	N/A	N/A
<p><b>HAZ-3:</b> Would the proposed Plan emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</p>	LTS	N/A	N/A
<p><b>HAZ-4:</b> Would the proposed Plan have development located on a site which is included on a list of hazardous materials site compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?</p>	NI	N/A	N/A

Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
<p><b>No Impact (NI):</b> The project does not create an impact in that category</p> <p><b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.</p> <p><b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.</p> <p><b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>			
<p><b>HAZ-5:</b> Would the proposed Plan result in a safety hazard for people residing or working in an area 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?</p>	<p>NI</p>	<p>N/A</p>	<p>N/A</p>
<p><b>HAZ-6:</b> Would the proposed Plan result in a safety hazard for people residing or working in an area within the vicinity of a private airstrip?</p>	<p>NI</p>	<p>N/A</p>	<p>N/A</p>
<p><b>HAZ-7:</b> Would the proposed Plan impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</p>	<p>LTS</p>	<p>N/A</p>	<p>N/A</p>
<p><b>HAZ-8:</b> Would the proposed Plan expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?</p>	<p>LTS</p>	<p>N/A</p>	<p>N/A</p>
<p><b>Hydrology and Water Quality</b></p>			
<p><b>HY-1:</b> Would the proposed Plan violate any water quality standards or waste discharge requirements?</p>	<p>LTS</p>	<p>N/A</p>	<p>N/A</p>

Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
<p><b>No Impact (NI):</b> The project does not create an impact in that category</p> <p><b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.</p> <p><b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.</p> <p><b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>			
<p><b>HY-2:</b> Would the proposed Plan substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?</p>	LTS	N/A	N/A
<p><b>HY-3:</b> Would the proposed Plan substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?</p>	LTS	N/A	N/A
<p><b>HY-4:</b> Would the proposed Plan substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?</p>	LTS	N/A	N/A
<p><b>HY-5:</b> Would the proposed Plan create or contribute runoff water which would exceed the capacity of</p>	LTS	N/A	N/A

Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
<p><b>No Impact (NI):</b> The project does not create an impact in that category</p> <p><b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.</p> <p><b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.</p> <p><b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>			
existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			
<b>HY-6:</b> Would the proposed Plan otherwise substantially degrade water quality?	LTS	N/A	N/A
<b>HY-7:</b> Would the proposed Plan place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	LTS	N/A	N/A
<b>HY-8:</b> Would the proposed Plan place within a 100-year flood hazard area structures which would impede or redirect flood flows?	NI	N/A	N/A
<b>HY-9:</b> Would the proposed Plan expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	NI	N/A	N/A
<b>HY-10:</b> Would the proposed Plan result in inundation by seiche, tsunami, or mudflow?	LTS	N/A	N/A
<b>Land Use</b>			
<b>LU-1:</b> Would the proposed Plan physically divide an established community?	NI	N/A	N/A

Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
<p><b>No Impact (NI):</b> The project does not create an impact in that category</p> <p><b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.</p> <p><b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.</p> <p><b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>			
<p><b>LU-2:</b> Would the proposed Plan conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the proposed Plan (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?</p>	<p>NI</p>	<p>N/A</p>	<p>N/A</p>
<p><b>LU-3:</b> Would the proposed Plan conflict with any applicable habitat conservation plan or natural community conservation plan?</p>	<p>NI</p>	<p>N/A</p>	<p>N/A</p>
<p><b>Mineral Resources</b></p>			
<p><b>MR-1:</b> Would the proposed Plan 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?</p>	<p>LTS</p>	<p>N/A</p>	<p>N/A</p>
<p><b>MR-2:</b> Would the proposed Plan 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?</p>	<p>LTS</p>	<p>N/A</p>	<p>N/A</p>
<p><b>Noise</b></p>			
<p><b>NOISE-1:</b> Would the proposed Plan result in exposure of persons to or generation of noise levels in excess of</p>	<p>LTS</p>	<p>N/A</p>	<p>N/A</p>

Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
<p><b>No Impact (NI):</b> The project does not create an impact in that category</p> <p><b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.</p> <p><b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.</p> <p><b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>			
standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			
<b>NOISE-2:</b> Would the proposed Plan result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	LTS	N/A	N/A
<b>NOISE-3:</b> Would the proposed Plan result in a substantial permanent increase in ambient noise levels in the proposed Plan's jurisdiction's vicinity above levels existing without the proposed Plan?	LTS	N/A	N/A
<b>NOISE-4:</b> Would the proposed Plan result in a substantial temporary or periodic increase in ambient noise levels in the proposed Plan's jurisdiction's vicinity above levels existing without the proposed Plan?	LTS	N/A	N/A
<b>NOISE-5:</b> Would the proposed Plan expose people residing or working in the proposed Plan's jurisdiction to excessive noise levels within an airport land use plan jurisdiction, or where such a plan has not been adopted, within two miles of a public airport or public use airport?	NI	N/A	N/A
<b>NOISE-6:</b> Would the proposed Plan expose people residing or	NI	N/A	N/A

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<p><b>No Impact (NI):</b> The project does not create an impact in that category</p> <p><b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.</p> <p><b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.</p> <p><b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>			
working in the proposed Plan's jurisdiction to excessive noise levels within the vicinity of a private airstrip?			
<b>Population and Housing</b>			
<b>POP-1:</b> Would the proposed Plan induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads and other infrastructure)?	LTS	N/A	N/A
<b>POP-2:</b> Would the proposed Plan displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	LTS	N/A	N/A
<b>POP-3:</b> Would the proposed Plan displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	LTS	N/A	N/A
<b>Public Services</b>			
<b>PS-1:</b> Would the proposed Plan 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	LTS	N/A	N/A

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<p><b>No Impact (NI):</b> The project does not create an impact in that category</p> <p><b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.</p> <p><b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.</p> <p><b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>			
<p>environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for fire protection?</p>			
<p><b>PS-2:</b> Would the proposed Plan 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, to maintain acceptable service ratios, response times or other performance objectives for police protection?</p>	<p>LTS</p>	<p>N/A</p>	<p>N/A</p>
<p><b>PS-3:</b> Would the proposed Plan 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, to maintain acceptable service ratios, response times or other performance objectives for schools?</p>	<p>LTS</p>	<p>N/A</p>	<p>N/A</p>

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<p><b>No Impact (NI):</b> The project does not create an impact in that category</p> <p><b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.</p> <p><b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.</p> <p><b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>			
<p><b>PS-4:</b> Would the proposed Plan 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, to maintain acceptable service ratios, response times or other performance objectives for parks?</p>	<p>PS</p>	<p><b>Mitigation PS-4:</b> The City will work with the Weed Parks and Recreation District to create a Parks Master Plan to guide future growth of park space in the City. This plan shall include specific guidance on park development and ensure that the WPRD is meeting park space standards for the City's residents.</p>	<p>LTS</p>
<p><b>PS-5:</b> Would the proposed Plan 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, to maintain acceptable service ratios, response times or other performance objectives for other public facilities?</p>	<p>LTS</p>	<p>N/A</p>	<p>N/A</p>
<p><b>Recreation</b></p>			
<p><b>REC-1:</b> Would the proposed Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility</p>	<p>LTS</p>	<p>N/A</p>	<p>N/A</p>

Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
<p><b>No Impact (NI):</b> The project does not create an impact in that category</p> <p><b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.</p> <p><b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.</p> <p><b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>			
would occur or be accelerated?			
<p><b>REC-2:</b> Does the proposed Plan include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?</p>	LTS	N/A	N/A
<b>Transportation</b>			
<p><b>TRANS-1:</b> Would build-out of the proposed Plan conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?</p>	PS	<p><b>Mitigation TRANS-1a:</b> For vehicular LOS:</p> <ul style="list-style-type: none"> <li>• Remove street parking in the eastbound direction of College Avenue from South Weed Boulevard to Oregon Street to make room for a left-turn pocket in the eastbound direction of College Ave;</li> <li>• Remove street parking in the northbound direction of Shastina Drive south of Vista Drive to make room for a left-turn pocket in the northbound direction of Shastina Drive;</li> <li>• Signalize Vista Dr at Shastina Dr.</li> </ul> <p><b>Mitigation TRANS-1b:</b> For pedestrian LOS:</p> <ul style="list-style-type: none"> <li>• Install High Visibility Crosswalks and Rectangular Rapid Flashing Beacons at South</li> </ul>	LTS

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<p><b>No Impact (NI):</b> The project does not create an impact in that category</p> <p><b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.</p> <p><b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.</p> <p><b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>			
		<p>Weed Blvd (US 97) &amp; Boles St;</p> <ul style="list-style-type: none"> <li>• Remove street parking along US 97 to make room for bulb-outs, or curb extensions, at the crosswalk that spans US 97 at Boles St;</li> <li>• Install High Visibility Crosswalks at Intersection of Vista Dr &amp; Shastina Dr;</li> <li>• Signalize Vista Dr &amp; Shastina Dr.</li> </ul>	
<p><b>TRANS-2:</b> Would the proposed Plan conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?</p>	LTS	N/A	N/A
<p><b>TRANS-3:</b> Would the proposed Plan result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?</p>	NI	N/A	N/A
<p><b>TRANS-4:</b> Would the proposed Plan substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm</p>	LTS	N/A	N/A

Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
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equipment)?			
<p><b>TRANS-5:</b> Would the proposed Plan result in inadequate emergency access?</p>	LTS	N/A	N/A
<p><b>TRANS-6:</b> Would the proposed Plan conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?</p>	LTS	N/A	N/A
<p><b>Utilities</b></p> <p><i>(Note: Order of impact areas shuffled from 2016 CEQA guidelines to keep like-topics in sequence for the discussion)</i></p>			
<p><b>UTIL-1:</b> Have sufficient <u>water supplies</u> available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?</p>	PS	<p><b>Mitigation UTIL-1:</b> The City shall develop and adopt an Urban Water Management Plan and update the Water Master Plan for adequate water supply and service delivery to meet future demand.</p>	LTS
<p><b>UTIL-2:</b> Require or result in the construction of <u>new water treatment facilities</u> or expansion of existing facilities, the construction of which could cause significant environmental effects?</p>	PS	<p><b>Mitigation UTIL-2:</b> use Mitigation UTIL-1</p>	LTS

Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
<p><b>No Impact (NI):</b> The project does not create an impact in that category</p> <p><b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.</p> <p><b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.</p> <p><b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>			
<p><b>UTIL-3:</b> Exceed <u>wastewater treatment requirements</u> of the applicable Regional Water Quality Control Board?</p>	<p>PS</p>	<p><b>Mitigation UTIL-3:</b> The City shall ensure that any increase in capacity in wastewater treatment will meet required permit requirements from the North Coast Regional Water Quality Control Board and ensure compliance with Statewide General Waste Discharge Requirements (WDR Order No. 2006-0003-DWQ).</p>	<p>LTS</p>
<p><b>UTIL-4:</b> Require or result in the construction of <u>new wastewater treatment facilities</u> or expansion of existing facilities, the construction of which could cause significant environmental effects?</p>	<p>PS</p>	<p><b>Mitigation UTIL-4:</b> The City of Weed shall permit construction of new water and wastewater treatment facilities or expansion of existing facilities only if funding has been identified for project specific mitigation of impacts related to construction and expansion.</p>	<p>LTS</p>
<p><b>UTIL-5:</b> Result in a determination by the <u>wastewater treatment provider</u> which serves or may serve the Planning Area's projected <u>demand</u> in addition to the provider's existing commitments?</p>	<p>PS</p>	<p><b>Mitigation UTIL-5a:</b> The City of Weed shall adhere to construction, enhancement and expansion outlined in the 2013 Sewer Master Plan to ensure adequate capacity for projected demand as a result of future growth.</p> <p><b>Mitigation UTIL-5b:</b> The City of Weed will not issue any new permits for construction until adequate treatment capacity can be demonstrated.</p>	<p>LTS</p>
<p><b>UTIL-6:</b> Require or result in the construction of <u>new storm</u></p>	<p>PS</p>	<p><b>Mitigation UTIL-6a:</b> In addition</p>	<p>LTS</p>

Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
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<p><u>water drainage facilities</u> or expansion of existing facilities, the construction of which could cause significant environmental effects?</p>		<p>to ensuring orderly and efficient expansion of the storm drainage system, the City of Weed shall require on-site storm water retention for future development to minimize environmental impacts.</p> <p><b>Mitigation UTIL-6b:</b> The City of Weed shall develop and implement Low Impact Development policies for implementation during construction or expansion of storm water drainage facilities to minimize environmental effects and runoff.</p>	
<p><b>UTIL-7:</b> Be served by a <u>landfill</u> with sufficient permitted capacity to accommodate the project's <u>solid waste disposal</u> needs?</p>	LTS	N/A	N/A
<p><b>UTIL-8:</b> Would the proposed Plan comply with federal, state, and local <u>statutes and regulations related to solid waste</u>?</p>	LTS	N/A	N/A

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## 2. INTRODUCTION

The Environmental Impact Report (EIR) provides an analysis of the potential environmental impacts of the adoption and implementation of the proposed Weed 2040 General Plan (Plan). This analysis is intended to inform decision-makers, responsible agencies, and the public of the nature of the 2040 General Plan and potential effects on the environment. The EIR is prepared in accordance with, and in fulfillment of, the requirements of the California Environmental Quality Act (CEQA). The City of Weed is the Lead Agency under CEQA.

### 2.1. PROPOSED ACTION

The proposed Plan is an update to the previously adopted General Plan for the City of Weed.

### 2.2. EIR SCOPE

This document is a Program EIR which analyses potential environmental impacts of the adoption of the proposed Weed 2040 General Plan. The Program EIR is non-specific and does not evaluate the impacts of specific projects that may be used to implement the Plan. Specific projects will require separate assessment to determine any environmental impacts and to secure necessary development permits. While subsequent environmental review can be tiered off this EIR, the City of Weed General Plan EIR does not intend to address impacts of individual projects. The scope of the EIR was established by the City of Weed through the EIR scoping process.

#### 2.2.1. Potentially Significant Impacts

Pursuant to CEQA Sections 15126.2 and 15126.4, the environmental issues addressed in this EIR include the following:

1. Aesthetics
2. Agricultural Resources
3. Air Quality
4. Biological Resources
5. Cultural Resources
6. Geology and Soils
7. Greenhouse Gas Emissions
8. Hazards
9. Hydrology and Water Quality

10. Land Use
11. Mineral Resources
12. Noise
13. Population and Housing
14. Public Services and Facilities
15. Recreation
16. Transportation and Traffic
17. Utility Service Systems

## 2.2.2. Incorporation by Reference

The Following documents were incorporated by reference in this EIR, Consistent with Section 15150 of the State CEQA Guidelines, and are available for review at the City of Weed City Hall:

- City of Weed 2040 General Plan (as amended), 2016
- City of Weed 2040 General Plan Background Report, 2016
- City of Weed, Municipal Code (as amended)
- City of Weed 2009-2014 Housing Element, (Prepared 2011 as updated)
- Siskiyou County General Plan (online at: <https://www.co.siskiyou.ca.us/content/planning-division-siskiyou-county-general-plan>)

The EIR Uses Previously adopted regional and statewide plans and programs, agency standards, and background studies in its analysis. Whenever existing environmental documentation or previously prepared documents and studies were utilized for the preparation of the EIR, the information was summarized and incorporated by reference for the reader. Chapter 4.0, sections 4.1 through 4.17 of the EIR provide references used for preparation of the EIR.

## 2.3. REPORT ORGANIZATION

This EIR is organized into the following chapters:

**Chapter 1. Executive Summary:** Summarizes the Background description of the Weed 2040 General Plan, the format of the EIR, alternatives, critical issues remaining to be resolved, potential environmental impacts, and mitigation measures identified for the Plan. The Executive Summary also includes a summary table describing recommended mitigation measures and indicating the level of significance of environmental impacts before and after mitigation.

**Chapter 2. Introduction:** Provides an overview of the purpose and use of an EIR, the EIR scope, report organization, and environmental review process.

**Chapter 3. Project Description:** Describes the Draft Weed 2040 General Plan in detail. The description includes the location and boundaries of the Plan area, Plan characteristics, and the intended uses of the EIR.

**Chapter 4. Environmental Assessment:** Provides a summary of the baseline environmental conditions in the project area, including the existing physical setting and regulatory framework for each resource topic required under CEQA. A description and a brief statement of the rationale for addressing the topics precede details on individual environmental topics. Chapter 4 also includes the preliminary methodology for determining the level of impact, a discussion of impacts of the project, any proposed mitigation measures, and a discussion of the significance after mitigation. Each topic area is organized as follows:

1. **Regulatory Framework:** A discussion of the regulatory environment that may be applicable to the proposed Plan including Federal, State, and local laws and regulations.
2. **Environmental Setting:** A description of the existing environment in and around the Plan area, as relevant for each topic area impact analysis.
3. **Methodology:** The methodology determining if the project exceeds the thresholds of significance. As a Program level EIR without project specifics, the methodology for determining significance of impact is often qualitative.
4. **Standards of Significance:** The thresholds of significance are the standards, or thresholds, by which impacts are measured, with the objective being the determination of whether an impact will be significant or less than significant.
5. **Impact Discussion:** Each impact associated with an environmental topic is discussed and listed by a number, for reference, that corresponds with the threshold with the threshold of significance for which the impact is being analyzed.
6. **Summary of Significant Impacts and Mitigation Measures:** A statement of qualification of impact, post mitigation, if mitigation measures are required.

**Chapter 5. Significant Unavailable Adverse Impacts:** Describes the significant, unavoidable, adverse impacts of the proposed Plan.

**Chapter 6. Alternatives to the Proposed Plan:** Considers the three alternatives to the proposed Plan, including the CEQA required “No Project Alternative,” known as the

Business as Usual Scenario, Moderate Growth Scenario, Progressive Growth Scenario, and Preferred Growth Scenario.

**Chapter 7. CEQA-Mandated Sections:** Discusses growth inducement, cumulative impacts, unavoidable significant effects, and significant, irreversible changes as a result of the proposed Plan. This section identifies environmental issues scoped out pursuant to CEQA Guidelines Section 15128.

**Chapter 8. Organizations and Persons Consulted:** Lists the people and organizations who were contacted during the preparation of the EIR for the proposed Plan.

**Chapter 9. Appendix:** Consolidates additional details related to: (A) Greenhouse Gas Emissions; (B) Traffic Analyses; (C) Response to comments on the Notice of Preparation; and additional details in the Final EIR on: (D) Response to comments on the Draft EIR; (E) Documentation of public outreach; and (F) Mitigation Monitoring Program.

## 2.4. ENVIRONMENTAL REVIEW PROCESS

### 2.4.1. Draft EIR

As required by California law, the Draft EIR was made available for review by the public, interested parties, agencies, and organizations for a period of 45 days. Written comments on the Draft EIR were encouraged for incorporation in the Final EIR, and were submitted to:

Ronald Stock  
City Manager  
City of Weed  
550 Main Street, Weed, CA 96094

This Draft EIR was also posted online on the website of the City of Weed for public review at the following location:

<http://weedca.govoffice3.com/>

### 2.4.2. Final EIR

Upon completion of the 45-day review period, the City of Weed reviewed all written comments and prepared written responses for each comment. The Final EIR (FEIR) incorporates the comments received, responses to the comments received, and any changes made to the Draft EIR as a result of the comments received. The FEIR is presented to the City of Weed for certification as the environmental review document for the proposed Plan. All persons who commented on the Draft EIR are notified of the FEIR and its availability. The

FEIR is to be certified as complete prior to making a decision to approve or deny the Plan. Public participation is encouraged at related public hearings before the City.

### **2.4.3. Mitigation Monitoring**

California Public Resource Code Section 21081.6 requires that a lead agency adopt a monitoring program or reporting program for any project for which it has made findings pursuant to Public Resource Code 21081 or adopt a Negative Declaration pursuant to Public Resources Code Section 21080 (c). Such a program is intended to ensure the implementation of all mitigation measures adopted through the preparation of an EIR or Negative Declaration. The Mitigation Monitoring Program for the proposed Plan is completed as part of the FEIR prior to consideration of the Plan by the City Council of Weed.

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## 3. PROJECT DESCRIPTION

### 3.1. LOCATION AND BOUNDARIES OF THE PLAN AREA

The Environmental Impact Report (EIR) for the City of Weed 2040 General Plan provides an assessment of the environmental impacts associated with implementation of the proposed Weed 2040 General Plan (proposed Plan), released in Draft form for public review on May 30, 2016. The proposed Plan replaces the existing General Plan, and is intended to guide investment, development, and conservation in Weed through 2040. In compliance with the California Environmental Quality Act (CEQA), this chapter provides a detailed description of the proposed Plan, including the location and boundaries of the Plan Area, the primary objectives and the principal characteristics of the proposed Plan, and the intended uses of the DEIR.

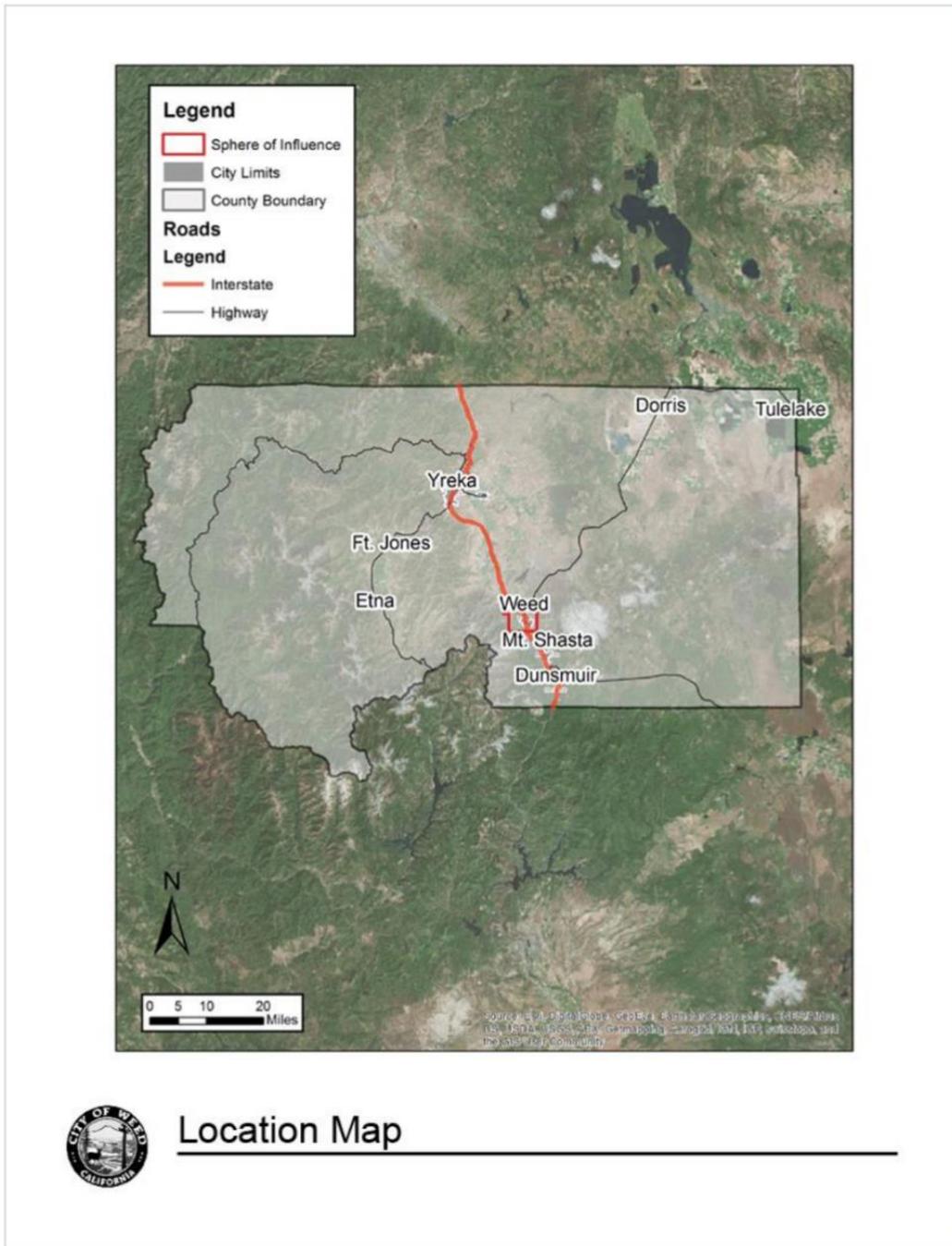
#### 3.1.1. Project Setting

The City of Weed is a small, mountain town located in Siskiyou County about nine miles north of Mount Shasta. Weed is roughly 70 miles from Redding, CA and about 50 miles south of the Oregon/California border, as shown on Map 3.1-1. The City is approximately five square miles within a sphere of influence of about 28 square miles. Map 3.1-1 shows that Interstate 5 bisects the City from north to south. Interstate 5 is a major connector between Oregon and California. US Route 97 (US 97) intersects I-5 in central Weed providing additional connectivity with other major destinations in Oregon to the north

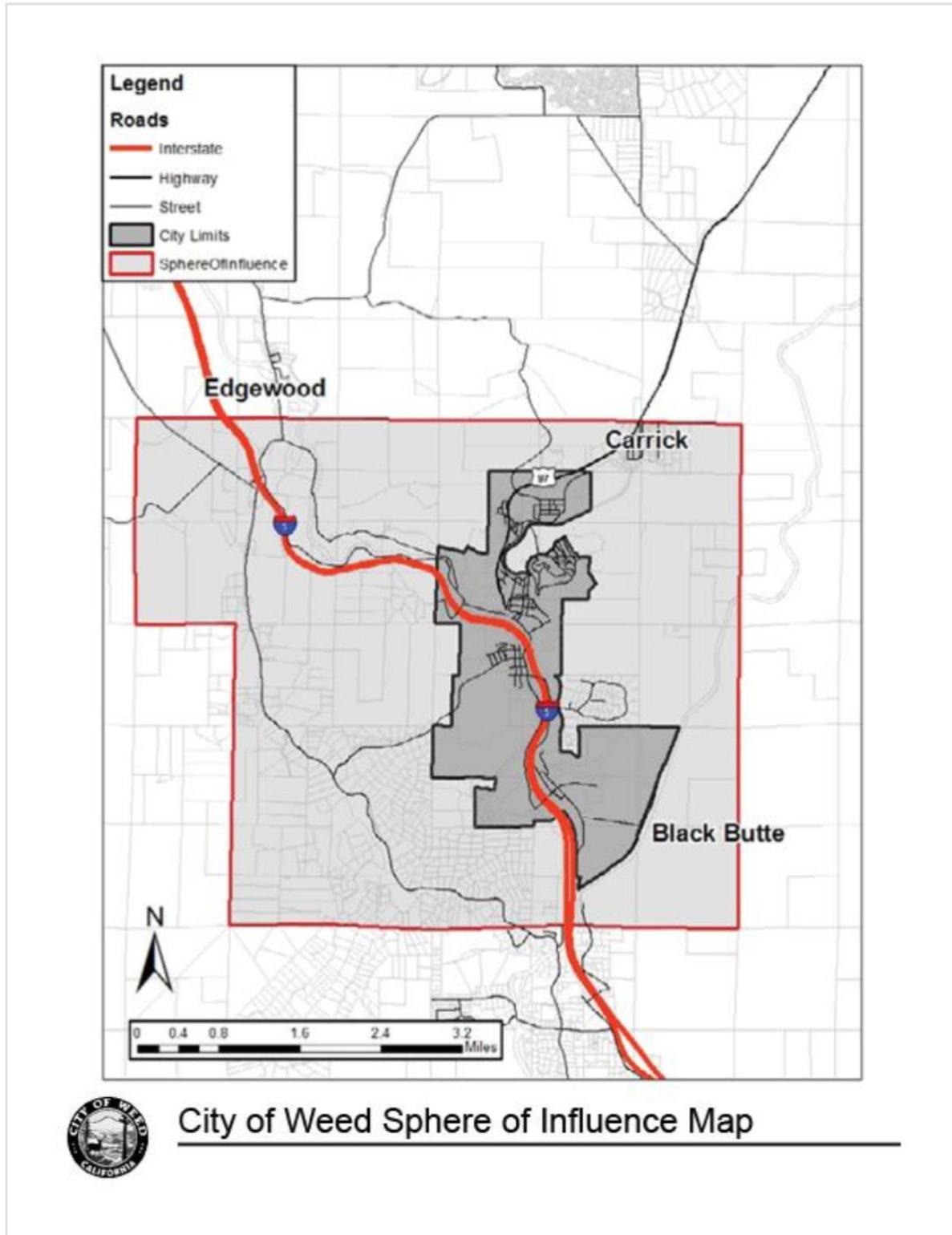
#### 3.1.2. Project Boundaries

A general plan must cover the territory within the boundaries of the adopting city as well as any land outside its boundaries which in the planning agency's judgement bear relation to its planning. The Weed 2040 General Plan is the governing document for all planning and development related decisions within City limits, as well as for the planning area and sphere of influence, as defined by the 2040 General Plan. Therefore the Proposed Project boundary is defined by the city planning area and sphere of influence (SOI). The City limit encompasses an area of about 3,077 acres or 4.8 square miles. The City of Weed's SOI includes approximately 28 square miles of land. Unincorporated areas surrounding Weed include Edgewood, Carrick, and Black Butte. Map 3.1-2 shows Weed's SOI.

Map 3.1-1 Regional map



Map 3.1-2 City of Weed Sphere of Influence Map



### **3.1.3. Regional Coordination**

The City of Weed is located in Siskiyou County. The County has a number of commissions and committees that serve the area including the Siskiyou County Air Pollution Control District, the Siskiyou Local Agency Formation Commission, the local Certified Unified Program Agency, and the Local Transportation Commission.

## **3.2. STATEMENT OF OBJECTIVES**

The Weed 2040 General Plan is intended to represent the general expectations and wishes of its residents and decision-makers concerning future land use patterns and resource management. Longstanding community values reflected in the plan include resource conservation and maintenance of the City's heritage. These values are perpetuated by the General Plan. The Plan continues to direct new housing and commercial enterprises to areas that are suitable for development, or are already developed. The 2040 General Plan ensures that important land use decisions are scrutinized for their potential to affect the quality of life and the environment. The primary purpose of the proposed Plan is to update the policy framework and land use designations in order to guide future development in Weed, incorporate recent planning efforts undertaken by the City, and satisfy new State and regional regulations that have come into force since the General Plan was last adopted.

## **3.3. PLAN CHARACTERISTICS**

The Weed 2040 General Plan is intended to represent the general expectations and wishes of its residents and decision-makers concerning future land use patterns and resource management. Longstanding community values reflected in the plan include maintenance of the City's small-town character with a sense of place. These values are perpetuated by the General Plan. The 2040 General Plan ensures that important land use decisions are scrutinized for their potential to affect the quality of life and the environment.

### **3.3.1. Plan Background**

To assure that the development of the Environmental Impact Report reflects best practices, other General Plan EIRs were reviewed for document content and organization. The General Plan is intended to address existing conditions and future environmental conditions for the City of Weed.

### 3.3.2. Description of the Proposed Plan

#### 3.3.2.1. PROPOSED PLAN ORGANIZATION AND CONTENT

The proposed Plan includes the state mandated general plan elements of land use, circulation, housing, open space, conservation, safety, and noise. In addition, the plan includes five optional elements addressing topics of particular importance to the Weed community: Air Quality, Economic Development, Public Facilities, Health, and Community Design. Table 3.3-1 summarizes the contents of the proposed Plan. Each element begins with a discussion of baseline and projected conditions in Weed. Elements are organized under topical headings, followed by a series of numbered goals, policies, and actions, organized by topical subheadings matching the preceding narrative discussion. Goals describe a broad overall end state toward which the City directs its efforts. Objectives describe specific targets that are intended to be achieved. Policies are specific statements that guide decision-making as the City works to achieve a goal. Programs are actions carried out to implement policies, and may be ongoing operating procedures or one-time measures. The Plan documents a summary of research methods, a land use inventory, community meetings, and public outreach. It describes development alternatives: slow growth, moderate growth, and aggressive growth; it adds Weed's existing strengths and challenges, growth projections, and development opportunities and constraints. And finally, it describes the preferred growth scenario, including a discussion of key growth areas, circulation, and land use outcomes.

*Table 3.3-1 General Plan Summary*

Element	Description
1. Land Use	The Land Use Element is a guide for Weed's future development. It designates the distribution and general location of land uses, such as residential, commercial, industrial, or public facilities. It also addresses the permitted density and intensity of development within the various land use designations.
2. Circulation	This element describes the City's transportation system and circulation network and provides an Inventory of existing roadway and infrastructure conditions. In addition, this Element addresses future directions for transportation in the City.
3. Housing	The purpose of the housing element is to guide long-term, comprehensive housing needs for residents of each income level within the City by providing a variety of housing types. The Housing Element covers topics of amount, type, location, condition, and affordability.
4. Open Space	The main goals of the Open Space Element are to focus on enhanced park safety and recreational programs, accessibility and connectivity, and aesthetically pleasing parks and open spaces within the City.

<b>5. Conservation</b>	The Conservation Element addresses Federal and State standards of environmental regulation, soil and mineral resources, biological resources, water resources, energy, and greenhouse gas (GHG) emissions as well as direction related to the conservation, development, and utilization of natural resources. The Element identifies goals, objectives, policies, and programs to guide the City into the future while minimizing impacts on the natural environment.
<b>6. Air Quality</b>	This element discusses the status of the City in meeting federal, state, and local air quality standards and provides an overview of ambient air quality conditions, a description of the local setting including air quality conditions, and major pollutant sources and air quality issues pertinent to the City's future.
<b>7. Noise</b>	The element's purpose is to identify noise sources and sensitive receptors within the City. The element includes goals, objectives, policies, and programs to alleviate unwanted sound produced in Weed.
<b>8. Safety</b>	The Safety Element addresses the protection of humans and property from natural and man-made hazards. Seismic, geologic, fire, and flood hazards are addressed as required under California Government Code 65302(g). The Element also includes safety concerns of crime and hazardous materials.
<b>9. Economic Development</b>	The Economic Development element is an optional element of the General Plan. The goals, objectives, policies, and programs in this Element aim to expand and diversify the City's economy. By aligning and analyzing key factors that drive Weed's local economy, as well as the City's role within the Siskiyou County region, this element can help guide economic development through the appropriate allocation of land uses.
<b>10. Public Facilities</b>	Public services and facilities are fundamental components of urbanized areas that support daily functions and quality of life in the community. The Public Facilities element covers topics of water infrastructure, water supply, storm water management, wastewater treatment, solid waste disposal services, police services, fire services, school facilities, and library facilities.
<b>11. Health</b>	The Health Element addresses adequate access to recreation and open space, healthy foods, medical services, active transportation, quality housing, economic opportunities, safe public spaces, and environmental quality. This element uses various indicators and standards to measure health and wellness conditions established by federal, state, and local agencies.
<b>12. Community Design</b>	The Community Design Element identifies existing conditions of Weed's built environment and provides ways to preserve and enhance desirable community attributes. The element also aims to enhance the physical character of the City and to guide the form and appearance of

neighborhoods, streets, parks and public facilities as well as new development.
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### 3.3.2.2. PROPOSED LAND USE

The majority of proposed new developments and land uses are located in six key growth areas designated by the Preferred Growth Scenario of the 2040 General Plan. The Plan intends to create a city with adequate space for an increasing population and jobs in primary industries. The key growth areas were selected due to their large amounts of vacant land, which are ideal for development. Buildout of the Plan would consume 81 percent of the vacant land available in the city, leaving 7 percent of the total land within city limits vacant.

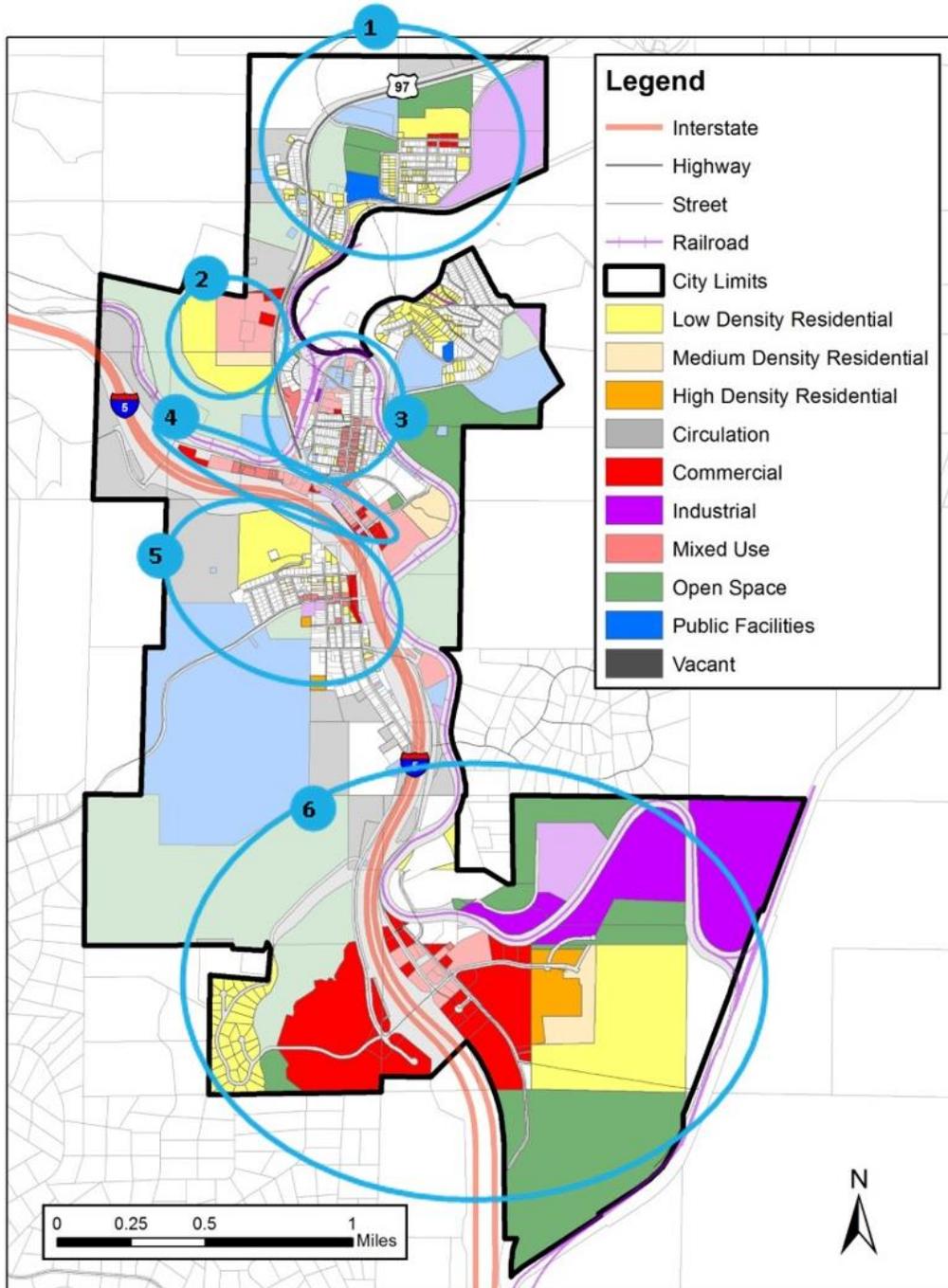
The priority for new residential units is infill development within the six key growth areas. The proposed Plan seeks to provide a mixture of housing types for its residents, and to locate those residences close to goods and services. Additional land around the periphery of existing neighborhoods would be set aside for expansion of single-family housing units in order to maintain the single-family nature of the city.

The proposed Plan designates land for commercial expansion in several areas of the city. Small-scale neighborhood commercial development is proposed in Angel Valley, Creekside Village, Bel Air, and South Weed. The majority of commercial expansion would occur near the College of the Siskiyou's. The proposed Plan identifies this area as a potential economic driver for the city by incorporating mixed-use development to serve the student population.

#### PREFERRED GROWTH SCENARIO

The Preferred Growth Scenario for 2040 reflects a combination of community-preferred elements from the Moderate and Progressive Growth Scenarios. The emphasis of the Preferred Growth Scenario is residential and economic development in six Key Growth Areas within the city. Proposed development includes expansion of single-family homes, commercial space, and medium-density, mixed-use development. Although several different land uses and a mixture of residential types are proposed, the Preferred Growth Scenario seeks to maintain low-density, single-family homes as the primary form of housing in Weed. Each Key Growth Area is designed to meet future community needs in order to achieve goals that benefit the city as a whole. Development within each Key Growth Area aims to serve the daily needs of nearby residents in order to create a more walkable, less auto-dependent city. Map 3.3-1 shows the overall General Plan land use map with the six Key Growth Areas circled.

Map 3.3-1 General Land Use Map



### Conceptual Land Use Map

Preferred Growth

Source: Cal Poly Planning Team: 2016

## ANTICIPATED EFFECTS AND OUTCOMES

If realized, the Preferred Growth Scenario could yield several positive outcomes for the City of Weed. The Plan would result in a drastic decrease of vacant land within the city, while land designated for other uses (residential, commercial, health services, and education) would increase.

The plan would help increase connectivity for all modes of transportation within the city through expansion of existing roadway networks in order to serve new developments. Repair of existing sidewalks and expansion of the sidewalk network would ensure the city has adequate pedestrian infrastructure to serve residents who walk to work or school. Widening of sidewalks and other traffic-calming measures will help ensure the safety of pedestrians throughout the city.

The Preferred Growth Scenario also proposes a network of dedicated bicycle lanes. This would help promote cycling as a viable mode of transportation in Weed as well as a safer recreational activity. The network would help mitigate noise from a growing population, as it would reduce dependency on automobiles. Residents suggested other bicycle amenities, such as bike racks and designated bicycle parking areas, which could help further incentivize cycling. Reducing dependence on the automobile would help promote a cleaner, healthier city.

In addition to expansion of non-motorized transportation infrastructure, the Preferred Growth Scenario proposes several new bus stops. By providing expanded public transit service, the city not only provides mobility opportunities for its residents, but also further incentivizes the reduction of private automobile use.

Implementation of the General Plan's proposed expansion of commercial and retail development can help reinvigorate the City's economy. Mixed use development in core areas of the city and expanded retail space in the North/South Weed corridor can provide the commercial space needed to support Weed's primary industries. Mixed use development can also help economically support residents in the surrounding areas and provide necessary daily goods and services.

The proposed Plan would help increase safety in the city. Policies and programs within the Plan would help reduce domestic safety hazards such as domestic violence and crime, as well promote awareness and preparedness for natural disasters such as fires and floods.

Finally, the character of the City of Weed would be reinforced in order to create a stronger sense of community. Despite the focus on infill and mixed use development, the City would remain a primarily single-family community. However, the development of mixed use

residences can help provide necessary units for a growing population as well as economic opportunities for Weed.

### 3.4. INTENDED USES OF THE EIR

This Program EIR serves as an environmental review for the adoption and implementation of the Weed 2040 General Plan. As such, it provides an in-depth analysis of the environmental effects of the proposed Weed 2040 General Plan. Section 15152 of the CEQA Chapter 3 Guidelines indicates that tiering “is appropriate when the sequence of analysis is from an EIR prepared for a general plan policy or program to an EIR or negative declaration for another plan, policy, or program of lesser scope, or to a site specific EIR or negative declaration.” Subsequent activities under the General Plan may utilize this EIR as the basis for determining whether the later activity may have any significant effects. The conclusions of this EIR can be incorporated where factors apply to the program as a whole. Subsequent projects under the Program EIR may include but are not limited to the following implementation activities:

- Rezoning of properties for consistency with the General Plan
- Amendments to the Zoning Code to achieve consistency with the General Plan (i.e. adoption of new development standards for residential zones)
- Approval of Specific Plans
- Approval of development plans including tentative maps, variances, conditional use permits, and other land use permits
- Approval of development agreements
- Approval and funding of public improvement projects
- Approval of resource management plans
- Issuance of permits and other approvals necessary for implementation of the General Plan
- Issuance of permits and other approvals necessary for public and private development projects

If a subsequent project or later activity would have effects that were not examined in this Program EIR, or were not examined at an appropriate level of detail to be used for the later activity, an initial study and negative declaration, mitigated negative declaration, or EIR would need to be prepared. If the City finds that, pursuant to Section 15152 of the CEQA Guidelines, no new effects could occur or that new mitigation measures could be required on a subsequent project to address new effects, the City can approve the activity as being within the scope of the project covered by this Program EIR, and no new environmental documentation would be required. This EIR serves as an informational document for use by

public agencies, the general public, and decision-makers. This EIR is not a City policy document; however, it does discuss the impacts of development pursuant to the proposed General Plan and related components and analyzes project alternatives. This Program EIR will be used by the City's Planning Commission and City Council to assess impacts prior to adoption of the General Plan. No other agency must approve the City's actions as described above, as no permits will be issued from any resource, regulatory, or planning agencies as part of project approval. In the interest of disclosure, this Program EIR has been sent to the following agencies for review and comment:

- California Air Resources Board
- California Department of Conservation
- California Department of Fish & Wildlife (Central Region)
- California Department of Forestry and Fire Protection
- California Department of Parks and Recreation
- CA Dept. of Water Resources: Division of Statewide Integrated Water Management
- Siskiyou County Planning Council
- Siskiyou County Area LAFCO
- Siskiyou County Environmental Health Department
- Siskiyou County Air Quality Management District (LCAQMD)
- Siskiyou County Sanitation District Special Districts Administration.
- Siskiyou County Fish & Game
- Office of Planning and Research State Clearinghouse
- Siskiyou County Historical Society
- San Benito County Health & Human Services Agency
- CALTRANS District 2
- College of the Siskiyous
- Siskiyou County Depart. of Agriculture and Dept. of Weights & Measures
- Siskiyou County Local Area Formation Commission
- Siskiyou County Transit
- Native American Heritage Commission
- U.S. Army Corps of Engineers
- U.S. Fish & Wildlife Service

The proposed Plan would require the following approvals and discretionary and ministerial actions by the following:

- Siskiyou County Planning Council
  - Recommendation to adopt the proposed Plan
  - Recommendation to certify the General Plan EIR pursuant to CEQA
- City Council
  - Adoption of the proposed Plan

- Certification of the General Plan EIR pursuant to CEQA  
Adoption of ordinances, guidelines, programs, and other mechanisms for implementation of the proposed Plan
- Other City Boards and Commissions:
  - Adoption of programs or other actions that implement the proposed Plan

## 4. ENVIRONMENTAL ANALYSIS

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This chapter presents analyses of the programmatic and cumulative environmental impacts that would possibly result from the adoption of the City of Weed 2040 General Plan (proposed Plan). This introduction explains the general environmental conditions under which the impact analysis is made, as described in Section 15125 of the CEQA Guidelines. Specific environmental conditions as they relate to individual topic areas and detailed discussion of impacts can be found in section 4.1 through 4.17 of this chapter.

In addition to the general overview of the environmental setting of the city, this chapter addresses the impacts of the proposed Plan for the following topics in individual sections:

1. Aesthetics
2. Agricultural Resources
3. Air Quality
4. Biological Resources
5. Cultural Resources
6. Geology and Soils
7. Greenhouse Gas Emissions
8. Hazards and Hazardous Materials
9. Hydrology and Water Quality
10. Land Use and Planning
11. Mineral Resources
12. Noise
13. Population and Housing
14. Public Resources and Recreation
15. Recreation
16. Transportation and Traffic
17. Utilities and Service Systems

To determine the potential impacts of the proposed Plan, each section of this chapter presents information on one of these 16 topics. Each section includes: a discussion of existing conditions and related regulations at the federal, state, and local levels; standards of significance and methodology by which to determine the level of potential impacts, if any; analysis of impacts based on the significance criteria put forth by the legislation; potential mitigation measures; and a conclusion with determination of potential significance after mitigation.

## 4.1. AESTHETICS

Would the Proposed Plan:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
1. Have substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Create a new source of substantial light glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 4.1.1. Environmental Setting

#### 4.1.1.1. REGULATORY FRAMEWORK

##### Federal Regulations

There are no federal laws or regulations regarding aesthetics.

##### State Regulations

THE CALIFORNIA SCENIC HIGHWAY PROGRAM, 1998

The California Scenic Highway Program, maintained by the California Department of Transportation (Caltrans), protects California State highway corridors from changes that would diminish the aesthetic value of lands adjacent to the highways, and works to enhance their natural scenic beauty. Nominated highways are evaluated on how much of the natural landscape passing motorists see, and the extent to which visual intrusions can affect the “scenic corridor.” The benefits of the scenic highway designation are as follows:

1. Protection of the scenic corridor from encroachment of incompatible land uses
2. Mitigation of activities within the corridor that detract from its scenic quality
3. Modification of development to make it more compatible with the environment and in harmony with the surroundings.
4. Preservation of views of hillsides by minimizing development on steep slopes and along ridgelines.

## Local Regulations

WEED MUNICIPAL CODE; CHAPTER 18.24 – MINOR DEVELOPMENT PROCEDURES

Chapter 18.24.040 of The Weed Municipal Code requires that drawings and sketches of architectural plans be reviewed by the Weed Planning Commission to validate that the architecture and appearance of any proposals are kept within the character of the desired neighborhood.

CITY OF WEED ARCHITECTURAL DESIGN GUIDELINES, 1992

The City of Weed published its Architectural Design Guidelines in 1992. The purpose of the *Guidelines* is to establish a framework for maintaining and developing the visual character and aesthetic quality in Weed. The City of Weed has retained its historical, small-town feel of a lumber town located at the base of scenic Mount Shasta. Weed intends to further retain this history and, due to this, encourages a Mountain Western Theme in its downtown design guidelines. The city defines the theme as follows:

A pleasant, concentrated commercial environment that is intended to be natural, informal, relaxed, subtle, and display the beautiful setting of Weed. The style enlightens the heritage of ranching, railroad, and lumbering influences on the scene and projects the feeling of being modern but also has a rural 'country' influences. The Mountain Western Theme can attract tourists and encourages residents to shop locally by providing the enjoyable and convenient atmosphere in the downtown area. (City of Weed, 1992, p. 2)

The City’s Architecture Guidelines include the following:

1. Mechanical equipment, storage areas, utilities, and trash collection should be screened from view.

2. All areas not used for structure(s) should be paved or landscaped.
3. Incorporate ‘people places’ into the site design that take advantage of views of Mt. Shasta and incorporate street furniture
4. Use of wood, log, rock, moss rock, red brick, and stucco is encouraged.
5. Establish a pedestrian oriented storefront format.
6. Limit the height of buildings to two stories in keeping with the general character of the old western towns (City of Weed, 1992 p. 3-9)

#### 4.1.1.2. EXISTING CONDITIONS

### Visual Characteristics and Scenic Resources

Weed is located at the base of Mount Shasta, which greatly contributes to the City’s aesthetic as a landmark and icon. Although it is not an officially designated vista or viewshed, many buildings and streets in Weed have views of Mt. Shasta, which contributes to a strong sense of place that makes the City a desirable destination for visitors and residents. The City’s Architectural Guidelines encourage developments to take advantage of these views (City of Weed, 1992, pg. 7)

Figure 4.1-1 Weed Gateway Arch with Mt. Shasta in Background



Source: Eric Guinther (2004)

Many of Weed’s public buildings, signage, gateways, and landmarks are representative of the City’s Mountain Western Theme aesthetic that is laid out in the Architectural Guidelines. Representative signs include the City’s “Welcome” sign and gateway signage at the entrance to Downtown Weed on Main Street. The light posts along Main Street are unique and contribute

to the historic aesthetic of Downtown Weed, as well as to the pedestrian accessibility of the area. The historic aesthetic of the city and its scenic views play a significant role in attracting visitors and tourists.

*Table 4.1-1 Existing Conditions and Compliance of The City of Weed’s Architectural Guidelines*

Guideline	Condition
Mechanical equipment, storage areas, utilities, and trash collection should be screened from view	The majority of the City’s parcels are in compliance. The only exception being some locations along South Weed Boulevard.
All areas not used for structure(s) should be paved or landscaped.	Most properties along Weed’s commercial corridors are in compliance, but many residential areas are not.
Incorporate ‘people places’ into the site design that take advantage of views of Mt. Shasta and incorporate street furniture	Aside from benches and the plaza on along Main Street, there is lack of public spaces.
Use of wood, log, rock, moss rock, red brick, and stucco is encouraged.  Establish a pedestrian oriented storefront format.  Limit the height of buildings to two stories in keeping with the general character of the old western towns	Most commercial and residential buildings are in compliance.

*Figure 4.1-2 Bench located along Main Street*



*Source: Weed GP Background Report (2015)*

Figure 4.1-3 Downtown Weed Lamp Post



Source: Weed GP Background Report (2015)

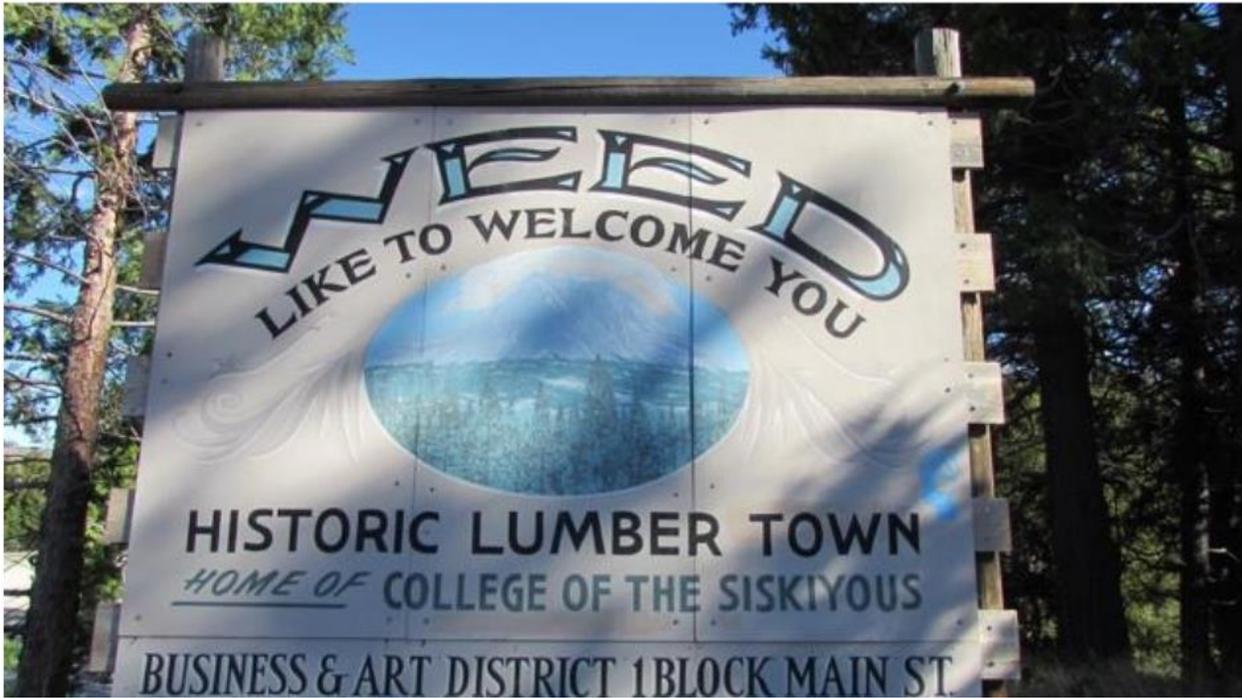
## Scenic Highways

The City of Weed Scope of Influence (S.O.I.) contains two highways that are eligible to be designated as California Scenic Highways but currently have no official designation (Shultis, n.d.). Therefore, any proposed plans would not be subject to the California Scenic Highway Program regulations. These are highways US 97 and I-5, from SR 89 near Mt. Shasta to US 97 near Weed.

## Light and Glare

The City of Weed has relatively low light pollution, and wishes to maintain its historical night sky. However, the City has no policies or code regarding light pollution or glare. New developments in key growth areas may have a minor impact on the night sky, but any impacts must be balanced with providing safety to pedestrians and citizens.

Figure 4.1-4 City of Weed US Route 97 Gateway Signage



Source: Cal Poly Land Use Inventory (2015)

Figure 4.1-5 City of Weed Welcome sign into Downtown



Source: Don Barret (2014)

## 4.1.2. Standards of Significance

### 4.1.2.1. CEQA THRESHOLDS

According to Appendix G of the CEQA Guidelines (2014), the proposed plan would have a significant effect on the environment with respect to aesthetics if it would:

1. Have a substantial adverse effect on a scenic vista;
2. Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
3. Substantially degrade the existing visual character or quality of the site and its surroundings; or
4. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.

### 4.1.2.2. METHODOLOGY

The aesthetic impact assessment was based on a review of the relevant documents, including the City of Weed Municipal Code, the City of Weed Architectural Design Guidelines, and the California Scenic Highway Program. The discussion follows, and is organized by the impact criteria laid out in the CEQA Appendix G Guidelines.

## 4.1.3. Impact Discussion

This section discusses the potential impacts to aesthetics resulting from buildout of the proposed Plan.

---

**AE – 1**      The impact of the proposed Plan on scenic vistas is **potentially significant**.

---

There are no officially designated scenic vistas or viewsheds in the City of Weed. However, Weed's multiple viewsheds of the iconic Mount Shasta contribute to a strong sense of place, and make the City a desirable destination for visitors and residents. This is seen through its Western Mountain Theme and the City's Architectural Guidelines.

Build-out of the Plan's Preferred Growth Scenario could potentially lead to obstructions of Mt Shasta viewsheds. Included below are visual examples of the potential impact to Mt. Shasta viewsheds from build-out of the key development areas.

Figure 4.1-6 Angel Valley, Existing and Proposed Conditions



Source: Google Earth (2016) and Cal Poly Planning Team (2016)

Figure 4.1-7 Bel Air, Existing and Proposed Condition



Source: Google Earth (2016) and Cal Poly Planning Team (2016)

Figure 4.1-8 South Weed, Proposed Conditions



Source: Cal Poly Planning Team (2016)

Figure 4.1-10 Creekside Village, Existing and Proposed Condition



*Source: Google Earth (2016) and Cal Poly Planning Team (2016)*

To reduce these effects, the Plan proposes amending the current zoning code to enact building height limits in the proposed key growth areas where necessary. The Plan also intends to preserve Mt. Shasta viewsheds, as well as identify and designate official viewsheds, areas of beauty, and significance. The Preferred Growth Scenario proposes limiting the height of mixed-use buildings along Main Street to three stories to preserve scenic views of Mount Shasta and maintain the City's small-town character. In addition, the Plan contains the following policy proposals which aid in maintaining Weed's scenic vistas:

**POLICY CD 1.5.1**

Preserve the City's natural landscape for residents and visitors to enjoy.

PROGRAM CD 1.5.1.1

Designate areas of aesthetic beauty and significance to preserve viewsheds and scenic corridors.

PROGRAM CD 1.5.1.2

Establish standards for development in areas adjacent to designated viewsheds and scenic corridors.

**POLICY CD 1.5.2**

The City shall limit building heights.

PROGRAM CD 1.5.2.1

Amend the zoning code to establish building height limits for each land use in key growth areas.

**POLICY CD 1.5.3**

The City shall require a study to determine the impacts of new development proposals over 30 feet in height on scenic views.

**POLICY OS 3.1.1**

The City shall ensure that parks are clean, landscaped, and clear of trash.

**POLICY OS 3.2.1**

The City shall maximize scenic resources and viewsheds through easements and zoning ordinances.

PROGRAM OS 3.2.1.1

Identify and assess scenic resources and viewsheds.

PROGRAM OS 3.2.1.2

Establish design guidelines that ensure the protection of scenic resources and viewsheds.

PROGRAM OS 3.2.1.3

Utilize design review for development on hillsides and within scenic viewsheds to protect hillsides.

Applicable Regulations: Draft City of Weed 2040 General Plan

Significance Before Mitigation: Potentially significant

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**AE – 2** The proposed Plan would have **no impact** on scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within a State scenic highway.

---

There are no State scenic highways in the City of Weed, but there are two under the consideration for designation. As a result, the proposed plan will have no impact on State scenic highways. None of the proposed development areas in the Plan's Preferred Growth Scenario will affect the City's designated historic resources.

Applicable Regulations: California Scenic Highway Program

Significance Before Mitigation: No impact

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**AE – 3** The proposed Plan would result in a **less-than-significant** potential to substantially degrade existing visual character or quality of the City.

---

The proposed development in the Preferred Growth Scenario are centered around six key growth areas, each of which intend to preserve the visual character of the City.

#### ANGEL VALLEY

The Preferred Growth Scenario envisions Angel Valley as a community-oriented residential neighborhood with access to recreation and a small-scale retail commercial center. The Preferred Growth Scenario aims to maintain Angel Valley's quaint residential character by limiting housing density.

#### CREEKSIDE VILLAGE

The Preferred Growth Scenario envisions Creekside Village as an expanded residential neighborhood within the City that can accommodate additional single-family homes while providing special needs housing that meets the needs of Weed's aging population.

#### BEL AIR

Outcomes of this key growth area include mixed-use development along College Avenue, expansion of low-density housing north of Sullivan Road, new apartments adjacent to COS, and additional public facilities. Similar to mixed-use development along Main Street, building

heights along College Avenue may be limited to two stories to preserve the neighborhood's small-town charm.

#### SOUTH WEED

Outcomes of this growth area include expansion of low, medium, and high-density housing options, neighborhood-serving commercial development west of I-5, an expanded circulation network and trail system, and preservation of open space.

#### NORTH AND SOUTH WEED BOULEVARD CORRIDOR

This key growth area emphasizes a mix of retail and service commercial land uses that cater to tourists travelling through the area. Due to the central location, development of this area can also enhance residents' access to goods and services.

#### HISTORIC DOWNTOWN

The Historic Downtown area holds cultural and historic value for the City, and has great potential to serve as an economic center for both residents and visitors. In its existing condition, Main Street contains mixed-use buildings and wide, tiled sidewalks that are important structural foundations of a thriving downtown. The Preferred Growth Scenario also proposes limiting the height of mixed-use buildings along Main Street to three stories to preserve scenic views of Mount Shasta and maintain the City's small-town character. Feedback from community meetings indicates that improving the aesthetic quality of Main Street through mixed-use development and an enhanced streetscape are top priorities for the residents of Weed.

Policies proposed in the Plan include fostering an aesthetically pleasing housing stock, and improving streetscapes as part of the City's scenic landscape, mitigating impacts from build out of the proposed developments in the Preferred Growth Scenario. In addition, the Plan contains the following policy proposals to reduce any impact to visual quality of the City:

##### **POLICY CD 1.1.1**

Promote improvement in building design and architecture.

##### PROGRAM CD 1.1.1.1

Update the Community Design Guidelines to include descriptions and illustrations of the City's desired architectural components.

##### PROGRAM CD 1.1.1.2

Establish a Design Review Committee.

##### **POLICY CD 1.2.1**

Development shall be compatible with the Mountain Western theme as established in the Community Design Guidelines.

**POLICY CD 1.3.1**

Historic themes and elements such as displays murals, plaques and other artifacts shall be implemented in public gathering places.

PROGRAM CD 1.3.1.1

Adopt an ordinance that facilitates the type and location of public art.

PROGRAM CD 1.3.1.2

Incorporate local artists work in the adoption of public art.

**POLICY CD 1.5.1**

Preserve the City's natural landscape for residents and visitors to enjoy.

PROGRAM CD 1.5.1.1

Designate areas of aesthetic beauty and significance to preserve viewsheds and scenic corridors.

PROGRAM CD 1.5.1.2

Establish standards for development in areas adjacent to designated viewsheds and scenic corridors.

**POLICY CD 1.5.2**

The City shall limit building heights.

PROGRAM CD 1.5.2.1

Amend the zoning code to establish building height limits for each land use in key growth areas.

**POLICY CD 1.5.3**

The City shall require a study to determine the impacts of new development proposals over 30 feet in height on scenic views.

**POLICY CD 3.1.1**

New developments shall be designed to human scale.

**POLICY CD 3.1.2**

New development along commercial corridors shall incorporate transparency into building facades by providing a sufficient amount of windows and doors.

**POLICY CD 3.1.3**

New development shall add visual interest to the streetscape by reducing monotonous blank space.

**POLICY CD 3.1.4**

The City shall require new development to locate parking behind structures to improve the pedestrian experience along commercial corridors.

**POLICY CD 3.2.1**

Pursue Complete Streets projects that complement the context of the community.

**PROGRAM CD 3.2.1.1**

Adopt and implement a Street Tree Plan.

**PROGRAM CD 3.2.1.2**

Identify and prioritize locations for street trees in order to enhance the pedestrian environment.

**PROGRAM CD 3.2.1.3**

Inventory and identify priority locations for street furniture.

**POLICY CD 3.3.1**

Public lighting shall be regulated and maintained by the City.

**PROGRAM CD 3.3.1.1**

Differentiate lighting needs between commercial and residential areas.

**PROGRAM CD 3.3.1.2**

Identify priority areas for street lighting.

**PROGRAM CD 3.3.1.3**

Improve and install new energy efficient lighting in the City.

**POLICY CD 3.3.2**

New lighting should preserve the rural, small-town character of Weed and the dark night sky.

**PROGRAM CD 3.3.2.1**

The City should establish a Night Sky Ordinance that will regulate the type and location of light fixtures.

**POLICY HO 3.1.1**

New development and renovation must be consistent with the architectural guidelines.

**PROGRAM HO 3.1.1.1**

Adopt a Specific Plan for downtown that protects and enhances the historical and mixed-use character of downtown Weed.

**POLICY HO 3.1.2**

New housing shall complement the existing character of the local housing stock.

**PROGRAM HO 3.1.2.**

Update the zoning code to address the physical requirements for new housing throughout Weed's neighborhoods.

**POLICY HO 3.2.1**

Infill development must be consistent with existing housing structures.

Applicable Regulations: Draft City of Weed 2040 General Plan

Significance Before Mitigation: Less-than-significant

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**AE-4** The proposed Plan's potential to create a new source of substantial light or glare, which would adversely affect day or nighttime views of the area is **less-than-significant**

---

Build-out of developments from the proposed Plan's Preferred Growth Plan would create new, but minor sources of glare and light. Any new lighting installed under the proposed developments would increase safety and security for residents and visitors. In addition, the Plan proposes the following policies to reduce any light and glare impacts:

**POLICY CD 3.3.2**

New lighting should preserve the rural, small-town character of Weed and the dark night sky.

**PROGRAM CD 3.3.2.1**

The City should establish a Night Sky Ordinance that will regulate the type and location of light fixtures.

Applicable Regulations: Draft City of Weed 2040 General Plan

Significance Before Mitigation: Less-than-significant

---

**AE-5** The Proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in **less-than-significant** cumulative impacts with respect to aesthetics.

---

The City of Weed wishes to maintain the visual character of The City through existing municipal codes and guidelines, and the Plan's proposed policies. There are no official designated scenic viewsheds in Weed, but the Plan's policies intend to protect and preserve viewsheds of Mt. Shasta and to designate new official viewsheds and corridors. Impacts by developments in the new growth areas will be reduced by compliance of proposed policies to amend zoning codes to enact new building height limits.

There are no state-designated scenic highways in the City, or the area of cumulative effect, that could be affected by a build-out of the proposed Plan. Compliance with the policies proposed by the City of Weed would reduce any light and glare impacts of new growth.

With respect to cumulative impacts on the visual character of the City, compliance with regulations from the City of Weed's existing Municipal Code in addition to policies in the proposed Plan will ensure future development is compatible with the City's surroundings. Overall, cumulative aesthetic impacts from build out of the proposed Preferred Growth

scenario in combination with other past, present, and reasonably foreseeable development in the future would be less-than-significant.

Applicable Regulations: Draft City of Weed 2040 General Plan

Significance Before Mitigation: Less-than-significant

#### 4.1.4. Summary of Potential Impacts and Mitigation Measures

The following mitigation measures are intended to mitigate potentially significant impacts regarding Aesthetics.

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**AE – 1** The proposed Plan will have a **potentially significant** impact on scenic vistas.

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##### **Mitigation AE-1a:**

The City of Weed shall designate official scenic viewsheds of Mt. Shasta.

##### **Mitigation AE-1b:**

The City of Weed shall establish building height limits for any new buildings that could potentially obstruct officially designated viewsheds.

Significance After Mitigation: Less-than-significant

#### 4.1.5. References

City of Weed, CA. (2015). City of Weed General Plan Update Background Report. Weed, CA.

City of Weed, CA. (2015). Draft City of Weed 2040 General Plan. Weed, CA.

City of Weed Municipal Code. (2016, September 16). Retrieved October 27, 2016, from [https://www.municode.com/library/ca/weed/codes/code\\_of\\_ordinances](https://www.municode.com/library/ca/weed/codes/code_of_ordinances)

City of Weed Architectural Guidelines. (n.d.). Retrieved October 27, 2016, from <http://weedca.govoffice3.com/vertical/sites/{C0495501-9512-4786-A427-BAB3AEBDEA56}/uploads/arch-design.pdf>

Shultis, B. (n.d.). OFFICIALLY DESIGNATED STATE SCENIC HIGHWAYS AND HISTORIC PARKWAYS. Retrieved October 27, 2016, from [http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/)

## 4.2. AGRICULTURAL RESOURCES

Would the Proposed Plan:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
1. Convert Prime Farmland, Unique Farmland, or Farmland of State 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. 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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4. Result in the loss of forest land or conversion of forest land to non-forest use?

5. 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?

### 4.2.1. Environmental Setting

The City of Weed contains primarily three significant land use types with respect to agricultural resources: Urban and Built-Up Land, Farmland of Local Importance, and Grazing Land (California Department of Conservation, 2016B).

#### 4.2.1.1. REGULATORY FRAMEWORK

The Regulatory Framework section provides information on the current federal, State, and local regulatory standards and programs pertaining to the Agricultural Resources element and potential impacts of the proposed Plan.

#### Federal Regulations

U.S. DEPARTMENT OF AGRICULTURE (USDA), NATURAL RESOURCES CONSERVATION SERVICE (NRCS)

The U.S. Department of Agriculture’s (USDA’s) Natural Resources Conservation Service (NRCS) administers multiple soil and farmland conservation programs in partnership with state, tribal, or local governments. The NRCS also maps soils and farmland uses to provide a comprehensive understanding of the state of agricultural land use across the country. (Natural Resources Conservation Service, 2016A).

FARMLAND PROTECTION POLICY ACT (FPPA)

The Natural Resources Conservation Service (NRCS) is responsible for enforcing the Farmland Protection Policy Act (FPPA), which strives to minimize the conversion of

agricultural land to non-agricultural uses through other federal programs. This is achieved by ensuring that other state, local, and private programs are compatible with the administered federal programs aimed at protecting farmland. Included in the definition of “farmland” is land that is prime, unique, or of statewide or local importance. Land subject to FPPA is not required to be in current use, and may include land for forests, pastures, or other uses. Federal agencies, state and local governments, tribes, or nonprofit entities can obtain technical assistance from NRCS if they wish to develop farmland protection programs or policies. The Land Evaluation and Site Assessment (LESA) program was also developed in conjunction with the FPPA (Natural Resources Conservation Service, 2016B).

## State Regulations

### CALIFORNIA FARMLAND CONSERVANCY PROGRAM

The California Farmland Conservancy Program (Public Resources Code Section 10200 et seq.) supports California Department of Conservation grant programs to provide funding for qualified nonprofit organizations, such as land trusts, or local governments to purchase agricultural conservation easements or fee title from farmland owners on voluntary basis. (California Department of Conservation, 2016A).

### FARMLAND MAPPING AND MONITORING PROGRAM (FMMP)

The California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) categorizes farm lands based on soil ratings and land use information. Farmland classifications, named “Important Farmlands” include seven categories:

- **Prime Farmland** is land ideal for the growth of high-yield crops, with the best combination of chemical and physical characteristics. This is based on its soil quality, growing season, and moisture level. Land that has been fallow for more than two mapping cycles and public non-agricultural lands are exempt from this category.
- **Farmland of Statewide Importance** is non-prime farmland that also has good physical and chemical conditions. Public and fallow land is excluded from this category.
- **Unique Farmland** is land that may not have good physical and chemical characteristics, but is suitable for the production of other high-economic value crops. Public and fallow land is again excluded from this category.
- **Farmland of Local Importance** is land that meets none of the aforementioned standards, but produces crops that have value in the local economy.
- **Grazing Land** is land that is suitable for livestock grazing or browsing, with a minimum mapping unit of 40 units.

- **Urban and Built-up Land** is land that contains primarily man-made structures and landscapes. It has minimum building density requirements of at least 1 unit to 1.5 acres.
- **Other Land** is land that does not conform to any of the aforementioned categories, but may include: low-density development, confined livestock facilities, or areas with geologic features rendering them unsuitable for grazing (California Department of Conservation, 2016B)

#### WILLIAMSON ACT

The California Land Conservation Act of 1965 (Government Code Section 51200 et seq.), known as the Williamson Act, is a preservation program that aims to protect open space and agricultural lands and promote efficient urban growth patterns. Through the Williamson Act, landowners can restrict property to open space or agricultural uses in exchange for reduced property taxes through 10-year contracts that self-renew annually with local or regional governments. The property tax reduction comes from assessing property based on the agricultural value of the land rather than the full market value. Landowners must petition a County Board of Supervisors or City Council for cancellation of a Williamson Act contract. (California Department of Conservation, 2016C.)

### Local and Regional Regulations

#### SISKIYOU COUNTY GENERAL PLAN CONSERVATION ELEMENT

Updated in 1973, the Conservation Element of the Siskiyou County General Plan focuses on sustainable forestry practices for the production continuity of varieties of cedar, fir, and pine trees. The County maintains that forestry management will contribute to the local economy and provide “natural wild habitat” (Siskiyou County, 1973).

#### SISKIYOU COUNTY GENERAL PLAN OPEN SPACE ELEMENT

The Open Space Element of the Siskiyou County General Plan was last updated in 1972. The open space lands analysis of the County demonstrates the excess of open space per capita as compared to other, more populous and urban, counties in California (Siskiyou County, 1972). This is recognized as a significant characteristic for the region and the state. Zoning regulations and open space policies of the County aim to maintain this characteristic (Siskiyou County, 1972).

#### CITY OF WEED MUNICIPAL CODE

Section 18.18.010 Rural Residential Agricultural District (City of Weed, 2016).

#### 4.2.1.2. EXISTING CONDITIONS

Weed is a city in the timber-producing region around Mt. Shasta in northern California. Agricultural land in Weed is primarily Farmland of Local Importance, as classified by the California Department of Conservation (2016B), and minimal acreage in the City is classified as Grazing Land. The remaining acreage in the City of Weed is considered Urban and Built-Up Land (California Department of Conservation, 2016B).

One of the largest employers for Weed residents is the Roseburg Forest Products, with a lumber production mill located just beyond the border of the city at Roseburg Parkway and Broadway Avenue.

#### **Soil Types**

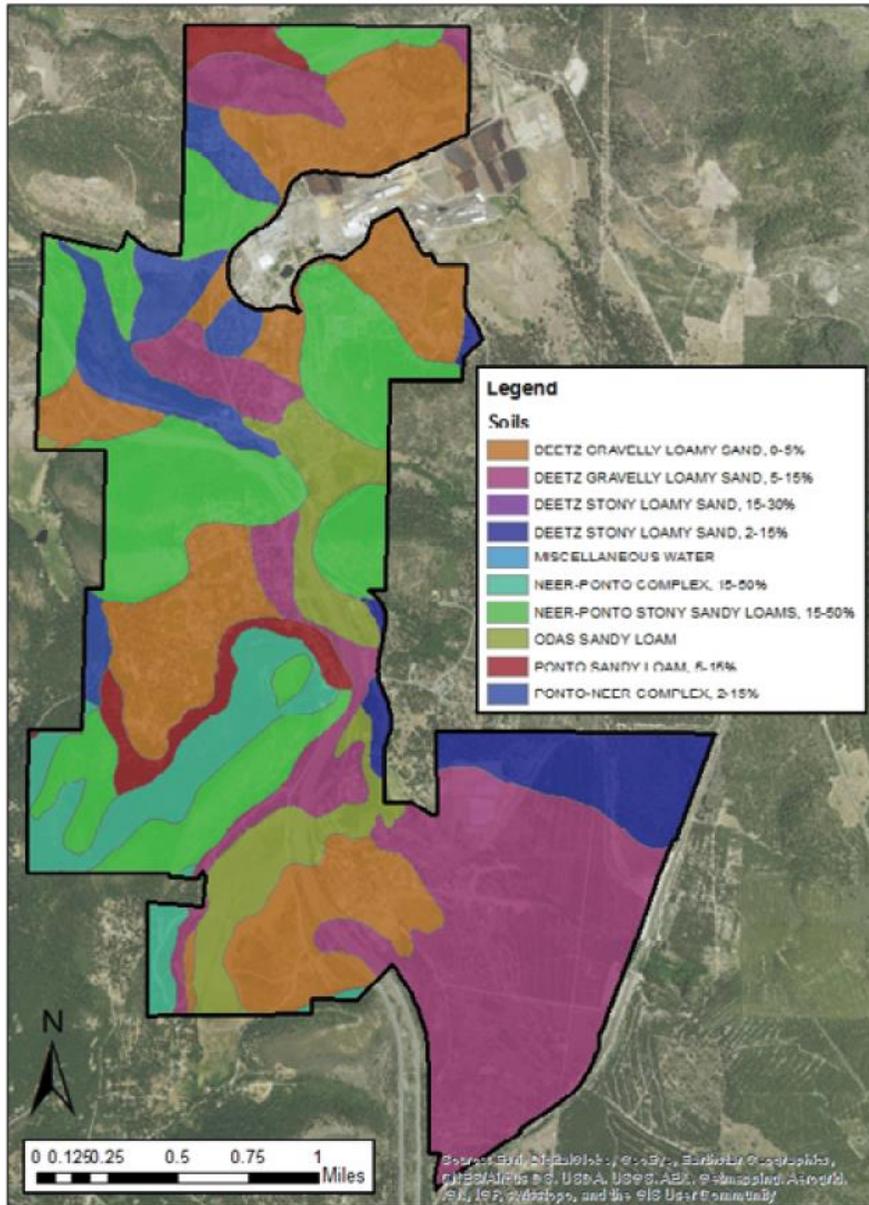
The City of Weed has nine common soils as identified by the U.S. Department of Agriculture. Soil types found in the City of Weed are summarized below in Table 4.2-1. Each of the soils, aside from Odas sandy loam, is suitable for wood and timber production (Natural Resources Conservation Service, 2016C). The soil types are generally evenly distributed throughout the city, as illustrated in Map 4.2-1 below.

*Table 4.2-1 Soil Types Found in Weed, CA*

Soil	Drainage	Runoff Potential	Uses
Deetz gravelly loamy sand (0-5% slope)	Somewhat excessively drained	Slow to very slow	Wood production, recreation
Deetz gravelly loamy sand (5-15% slope)	Somewhat excessively drained	Slow to very slow	Timber production, recreation
Deetz stony loamy sand (2-15% slope)	Excessively drained	Slow	Timber production, recreation
Deetz stony loamy sand (15-30% slope)	Excessively drained	Slow	Timber production, recreation
Neer-Ponto stony sandy loams complex (15-50% slope)	Well Drained	Slow to very rapid	Timber production, urban development
Neer-Ponto complex (15-50% slope)	Well drained	Slow to very rapid	Timber production, urban development
Odas sandy loam	Poorly drained	Very slow	Grazing, recreation, wildlife habitat
Ponto sandy loam (5-15% slope)	Well drained	Slow to rapid	Timber production, some recreation, urban development, wildlife habitat
Ponto-Neer complex (2-15% slope)	Well drained	Slow to rapid	Timber production, some recreation, urban development, wildlife habitat

(Natural Resources Conservation Service, 2016C)

Map 4.2-1 Soils in the City of Weed



## Soils Map

Safety Element

## 4.2.2. Standards of Significance

### 4.2.2.1. CEQA THRESHOLDS

According to Appendix G of the CEQA Guidelines (2016), build-out of the Plan would have significant impact on the environment with respect to agricultural resources if it would:

1. Convert Prime Farmland, Unique Farmland, or Farmland of State 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;
2. Conflict with existing for agricultural use, or a Williamson Act contract;
3. 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));
4. Result in the loss of forest land or conversion of forest land to non-forest use; or
5. 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.

### 4.2.2.2. METHODOLOGY

The *City of Weed Background Report* (2015) and California Department of Conservation's Farmland Mapping and Monitoring Program were used to assess the potential impacts of the 2040 General Plan buildout on Weed's agricultural resources. Specifically, this included an analysis of the potential conversion of agricultural resources due to the impacts of implementation of the proposed Plan policies and programs.

## 4.2.3. Impact Discussion

This section discusses environmental impacts with respect to agricultural resources.

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<b>AG-1</b>	The proposed Plan <b>would not</b> convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), to non-agricultural use.
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There is no occurrence of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) in the planning area; therefore, there the proposed Plan will result in no impact in converting any of the aforementioned agricultural resource lands to non-agricultural use.

**Applicable Regulations:** None

**Significance Before Mitigation:** No Impact

---

**AG-2** The proposed Plan **would not** result in conflict with existing zoning for agricultural use, or a Williamson Act contract.

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There are no Williamson Act contracts or agricultural zoning within the Planning Area, and thus there is no conflict posed by the proposed Plan.

**Applicable Regulations:**

Williamson Act

City of Weed Municipal Code

**Significance Before Mitigation:** No Impact

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**AG-3** The proposed Plan **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 for Timberland production (as defined by Government Code section 51104(g)).

---

There is no existing zoning for forestland or timberland within the Planning Area.

**Applicable Regulations:**

Public Resources Code sections 12220(g) and 4526

Government Code section 51104(g)

**Significance Before Mitigation:** No Impact

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**AG-4** The proposed Plan would result in a **less-than-significant** loss of forest land or conversion of forest land to non-forest use.

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Most of the vacant parcels in the Planning Area are forestland, but they are currently zoned for non-forest use. Buildout of the proposed Plan would convert about 325.3 acres of the vacant parcels zoned for non-forest use to parks and open space, which would otherwise be used for residential, commercial, and industrial development. As such, the proposed Plan will not result in the loss or conversion of forestland, and effectively conserves forestland from conversion to non-forest use. Furthermore, the Plan includes the following policies and programs to ensure that future development does not interfere with the preservation of forestland and timber resources.

#### **POLICY CO 4.1.1**

New projects shall have carefully planned roads, cuts and fills, building foundations, and septic systems to avoid damage to tree roots.

**POLICY CO 4.1.2**

For new projects, the City shall require that roads and utility services be consolidated to minimize the environmental impact of development. The City should also require reseeded any disturbed ground.

**POLICY CO 4.1.3**

Trees that were removed during construction shall be replaced.

**PROGRAM CO 4.1.3.1**

Develop a 5-year Monitoring Plan for replaced trees, including maintenance and replacement of trees that do not thrive.

**POLICY CO 4.1.4**

Avoid irrigation within ten feet of the trunk of an existing oak tree to prevent root rot.

**Applicable Regulations:** None

**Significance Before Mitigation:** Less-than-significant

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<b>AG-5</b>	The proposed Plan would result in <b>less-than-significant</b> impacts that 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.
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As stated in the impact discussion above, there are no parcels currently zoned for agriculture or forestland uses in the Planning Area. The proposed Plan would prevent the development of 300 acres of forestland in the Planning Area through designating vacant parcels as open space. Furthermore, the proposed Plan includes the following policies and programs to ensure that any future residential, commercial, and industrial development adjacent to forestland does not undermine its natural ecosystem and aesthetic value:

**POLICY CO 4.1.1**

New projects shall have carefully planned roads, cuts and fills, building foundations, and septic systems to avoid damage to tree roots.

**POLICY CO 4.1.2**

For new projects, the City shall require that roads and utility services be consolidated to minimize the environmental impact of development. The City should also require reseeded any disturbed ground.

**POLICY CO 4.1.3**

Trees that were removed during construction shall be replaced.

**PROGRAM CO 4.1.3.1**

Develop a 5-year Monitoring Plan for replaced trees, including maintenance and replacement of trees that do not thrive.

**POLICY CO 4.1.4**

Avoid irrigation within ten feet of the trunk of an existing oak tree to prevent root rot.

**Applicable Regulations:** None

**Significance Before Mitigation:** Less-than-significant

#### **4.2.4. Summary of Potential Impacts and Mitigation Measures**

As the proposed Plan does not pose any potentially significant impacts to agricultural resources, mitigation measures are not required.

## 4.2.5. References

- California Department of Conservation. (2016A). California Farmland Conservancy Program. Retrieved from <http://www.conservation.ca.gov/dlrp/cfcp>
- ~~~~~. (2016B). Farmland Mapping and Monitoring Program. Retrieved from <http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx>
- ~~~~~. (2016C.) The Land Conservation Act. Retrieved from <http://www.conservation.ca.gov/dlrp/lca>
- City of Weed, CA. (2016). City of Weed Municipal Code. Retrieved from [https://www.municode.com/library/ca/weed/codes/code\\_of\\_ordinances?nodeId=16685](https://www.municode.com/library/ca/weed/codes/code_of_ordinances?nodeId=16685)
- ~~~~~. (2015). Draft Weed 2040 General Plan Background Report. Prepared by California Polytechnic State University, San Luis Obispo.
- Natural Resources Conservation Service. (2016A). Retrieved from <https://www.nrcs.usda.gov/wps/portal/nrcs/main/national/programs/>
- ~~~~~.. (2016B). Farmland Protection Policy Act. Retrieved from [https://www.nrcs.usda.gov/wps/portal/nrcs/detail/national/landuse/fppa/?cid=nrcs143\\_008275](https://www.nrcs.usda.gov/wps/portal/nrcs/detail/national/landuse/fppa/?cid=nrcs143_008275)
- ~~~~~. (2016C). Official Soil Series Descriptions. Retrieved from [https://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/survey/class/data/?cid=nrcs142p2\\_053587](https://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/survey/class/data/?cid=nrcs142p2_053587)
- Siskiyou County, CA. (1973). Siskiyou County General Plan: Conservation Element. Retrieved from [http://www.co.siskiyou.ca.us/sites/default/files/docs/GP\\_ConservationElement.pdf](http://www.co.siskiyou.ca.us/sites/default/files/docs/GP_ConservationElement.pdf)
- ~~~~~. (1972). Siskiyou County General Plan: Open Space Element. Retrieved from [http://www.co.siskiyou.ca.us/sites/default/files/docs/GP\\_OpenSpaceElement.pdf](http://www.co.siskiyou.ca.us/sites/default/files/docs/GP_OpenSpaceElement.pdf)

## 4.3. AIR QUALITY

Would the Proposed Plan:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
1. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 4.3.1. Environmental Setting

#### 4.3.1.1. REGULATORY FRAMEWORK

##### Federal Regulations

## FEDERAL CLEAN AIR ACT

The Clean Air Act (CAA) passed into legislation in 1963 and serves as the main federal legislation regulating air quality standards in the U.S. The legislation supports the establishment of National Ambient Air Quality Standards (NAAQS) under the guidance of the United States Environmental Protection Agency. The NAAQS regulates six "criteria pollutants" which are of great environmental and public health concern. The regulation protects "sensitive receptors" which are described as persons such as children, the elderly, or people weakened by disease or illness that are more susceptible to harm from these criteria pollutants. While still harmful, adults are often able to withstand occasional exposure to criteria pollution in concentrations higher than those set by the NAAQS. CAA allows states to adopt more stringent air quality standards that are pertinent in the state of California which established the California Clean Air Act.

## ENVIRONMENTAL PROTECTION AGENCY

In 2005, the EPA established the Clean Air Ozone Rules of the CAA, creating a framework to reduce ground level ozone pollution. The rule also worked to replace the NAAQS one hour exposure standard with a longer eight-hour standard. This new ruling eliminated some key standards within the NAAQS including one-hour transportation conformity, one-hour minimum thresholds for general conformity, Section 185 fees associated with non-compliance of the 1-hour standard.

*Table 4.3.1.1 EPA Standards for Ozone Pollution*

Pollutant	Primary/ Secondary	Averaging Time	Level	Form
<b>Carbon Monoxide (CO)</b>	Primary	8 hours	9 ppm	Not to be exceeded more than once per year
<b>Lead (Pb)</b>	Primary and Secondary	Rolling 3 month average	0.15 µg/m 3 (1)	Not to be exceeded
<b>Nitrogen Dioxide (NO<sub>2</sub>)</b>	Primary	1 hour	100 ppb	98th percentile of 1-hour daily maximum concentrations, averaged over 3 years

Pollutant		Primary/ Secondary	Averaging Time	Level	Form
		Primary and Secondary	1 year	53 ppb (2)	Annual Mean
Ozone (O3)		Primary and Secondary	8 hours	0.070 ppm (3)	Annual fourth-highest daily maximum 8-hour concentration, averaged over 3 years
Particle Pollution (PM)	PM2.5	Primary	1 year	12.0 $\mu\text{g}/\text{m}^3$	annual mean, averaged over 3 years
		Secondary	1 year	15.0 $\mu\text{g}/\text{m}^3$	annual mean, averaged over 3 years
		Primary and Secondary	24 hours	35 $\mu\text{g}/\text{m}^3$	98th percentile, averaged over 3 years
	PM10	Primary and Secondary	24 hours	150 $\mu\text{g}/\text{m}^3$	Not to be exceeded more than once per year on average over 3 years
Sulfur Dioxide (SO2)		Primary	1 hour	75 ppb (4)	99th percentile of 1-hour daily maximum concentrations, averaged over 3 years
		Secondary	3 hours	0.5 ppm	Not to be exceeded more than once per year

## State Regulations

### CALIFORNIA CLEAN AIR ACT

The California legislature passed the California Clean Air (CCAA) in 1988, establishing the California Air Resources Board (CARB). The Air Resources Board has authority to set standards for and regulate ambient air quality standards including standards for four new air pollutants known as "hazardous air contaminants," as well as those established under the Federal CAA. The CCAA also establishes CARB with the authority to implement goals, policies and plans that support compliance with the California Ambient Air Quality Standards.

THE TOXIC AIR CONTAMINANT IDENTIFICATION AND CONTROL ACT (AB 1807, TANNER 1983) AND THE AIR TOXICS "HOT SPOTS" INFORMATION AND ASSESSMENT ACT (AB 2588, CONNELLY 1987)

The Toxic Air Contaminant Identification and Control Act (AB 1807, Tanner 1983) and the supplementing Air Toxics "Hot Spots" Information and Assessment Act (AB 2588, Connelly 1987) passed into law in 1983 and 1987 respectively. The intentions of these laws are to address air quality issues concerning industrial emissions of toxic air contaminants (TAC) within California. Under the legislation, qualifying facilities are required to report to the CARB on toxic air contaminants, potential health risk and take steps to notify nearby residents of potential risks when necessary. The information in these reports allows local officials to adequately plan and work towards air quality standards compliance, including the addition SB 1731 in 1992, which requires facilities posing a significant local health risk to establish and implement a risk management plan.

## Local/Regional Regulations

### SISKIYOU COUNTY AIR POLLUTION CONTROL DISTRICT

The Siskiyou County Air Pollution Control District (APCD) is responsible for monitoring criteria pollutants within ambient air and regulates emissions sources within the County's jurisdiction. The APCD is under the authority of the California Air Resources Board (CARB) which guides policy, programs, and regulation on air quality standards within California. The Siskiyou County Air Pollution Control District (APCD) has several local programs and plans for addressing local air quality issues.

### BURN PERMITS

Siskiyou County APCD and the local Cal Fire district does not require residential burn permits for piles smaller than 4-ft high by 4-ft square. Commercial or residential controlled burns larger than this amount require permits from Cal Fire as well as other relevant local agencies.

## SMOKE MANAGEMENT PLAN

Relevant local government agencies and private property owners have created long-range prescribed burn plans to reduce fuel loading within Siskiyou County. The APCD works to monitor and administer Smoke Management Plans and requires greater than 10 acres or estimated to emit greater than 10 tons of particulate emissions.

The Siskiyou County Air Pollution Control District current regulation regarding air quality issues is organized into eight distinct chapters that cover all regulation pertaining to air quality issues within the district. (See Below)

- Regulation I - General Provision
- Regulation II - Permit System
- Regulation III - Fees
- Regulation IV - Prohibitions
- Regulation V - Procedure before Hearing Board
- Regulation VI - New Source Siting
- Regulation VII - Agricultural Burning
- Regulation VIII - Airborne Toxic Control Measures

### 4.3.1.2. EXISTING CONDITIONS

#### **Local/Regional Conditions**

##### NORTHEAST PLATEAU AIR BASIN DISTRICT

Siskiyou County is within the jurisdiction of Siskiyou County Air Pollution Control District regarding air quality standards compliance and air quality planning. Major sources of emissions within the County are as follows:

- Vehicle emissions from Interstate 5
- Route 97
- All major roads within the County
- Forestry products and manufacturing facilities producing nitrogen oxides
- Total reduced sulfur compounds
- Sulfur oxide, and particular matter

The air basin district experiences some of the best air quality in the State and maintains excellent compliance with NAAQS and the CAAQS regulations. The following tables provide a summary of criteria air pollutant compliance for the Northeast Plateau Air Basin.

## SISKIYOU COUNTY CLIMATE

The City of Weed is located in Siskiyou County in northern California. The County sits in the Northeast Plateau Air Basin characterized by four distinct seasons with yearly highs reaching 90 degrees Fahrenheit and lows of 20 Fahrenheit in the winter months. The County experiences strong south prevailing winds at an average of 22 mph, causing some concerns for the effects of PM and greenhouse gas emissions from various sources for County residents. The City of Weed experiences mild air quality issues in the winter due to the effect of temperature inversion and poor air circulation within the local climate.

## CITY OF WEED

The City of Weed receives 23.66 inches of precipitation annually with an annual average temperature of 49.3 F. The months of December and January receive the most precipitation with averages of 3.35 inches and 3.66 inches respectively. Data released from CARB in 2013 estimates the following emissions for mobile, area wide, and stationary sources:

- Total organic gases (TOG) and reactive organic gas (ROG)
- Waste disposal and wastewater treatment centers (stationary sources).
- Carbon monoxide
- Motor vehicles (Mobile source)
- Nitrogen oxides
- Motor vehicles, heavy duty diesel trucks (mobile source)
- Wind dust
- Particulate matter, woodstoves

The Siskiyou County Annual Average Air Basin Emissions Summary released through the California Air Resource Board in 2012 estimates the Average Criteria Pollutant emissions per day within the Siskiyou County air basin.

While the City of Weed and Siskiyou County experience some of the best air quality in California, the emissions of these pollutants may still have significant health effects on communities within the County or the City of Weed.

The Air Toxics "Hot Spots" Information and Assessment Act (AB 2588, 1987, Connelly) requires tracking of facility level emissions as well as reporting for facilities meeting emissions criteria established in the legislation. The City of Weed is directly adjacent to one facility included in the California statewide facilities level emissions inventory. The facility, a forest products business, produced approximately 109,099 metric tons of carbon dioxide in 2014, along with several other greenhouse gasses summarize in the table below.

## FOREST PRODUCTS FACILITY EMISSIONS (2014) – CITY OF WEED, CA

*Table 4.3-2 Emissions from Forest Product Facilities in the City of Weed, 2014*

Greenhouse Gases	Emissions (Metric Tons)
CO2	109,099
CH4	35.24
N2O	4.65
SF6	0
CO2 Biomass	102,338
CO2e Non-Biomass	8,942
CO2e Total	111,280

Source: California Air Resources Board (2016)

## 4.3.2. Standards of Significance

### 4.3.2.1. CEQA THRESHOLDS

Appendix G of the CEQA Guidelines (2014) provides thresholds of significance for air quality impacts created by projects or programs.

1. Conflict with or obstruct implementation of the applicable air quality plan;
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
3. 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors);
4. Expose sensitive receptors to substantial pollutant concentrations; or
5. Create objectionable odors affecting a substantial number of people.

### 4.3.2.2. METHODOLOGY

Local Air Pollution Control Districts and the California Air Resources Board establish methodology for analyzing air quality impacts of proposed projects. For the Siskiyou Air

Pollution Control District, guidelines exist for analyzing air quality and monitored pollutants in the Air District including the CEQA Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI) and the AEP CEQA Handbook 2016. Table 4.3.2.2A - AQ Standards Attainment shows the attainments status of monitored pollutants in the Northeast Plateau Air Basin District. These criteria will be used in the impact analysis process, specific to the various growth scenarios in the proposed plan.

*Table 4.3-3 Northeast Plateau Air Basin Air Quality Standards Attainment Status, 2013*

Pollutant	California Ambient Air Quality Standard	National Ambient Air Quality Standard
Ozone	Attainment	Unclassified/Attainment
PM 10	Attainment (Siskiyou County only)	Unclassified
PM 2.5	Attainment	Unclassified/Attainment
Carbon Monoxide	Unclassified	Unclassified/Attainment
Nitrogen Dioxide	Attainment	Unclassified/Attainment
Sulfur Dioxide	Attainment	Unclassified
Sulfates	Attainment	N/A
Lead	Attainment	Unclassified/Attainment
Hydrogen Sulfide	Unclassified	N/A
Visibility Reducing Particles	Unclassified	N/A

Source: California Air Resources Board, Northeast Plateau Air Basin Report (2016)

### 4.3.3. Impact Discussion

This section presents the impact analysis of the growth scenarios included in the proposed Plan and the Plan's potential effect on air quality standards within the Air Basin. The impacts discussed are based on the five threshold categories for air quality impacts included in Appendix G of the CEQA Guidelines (2014).

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**AQ – 1** The proposed Plan **will not** conflict with or obstruct implementation of the applicable air quality plan.

---

As seen in Table 4.3.2.2, the City of Weed, as part of the Northeast Plateau Air Basin district, is currently in attainment for all air quality standards within the Basin. Basins not meeting attainment must create and implement a state implementation plan (SIP) for attainment. Currently, the Northeast Plateau Air Basin does not have an SIP but has several programs and standards to improve air quality, largely from agriculture and forestry burning practices. The proposed Plan would not obstruct the implementation of these plans based on the preferred growth scenario included in the proposed Plan. Project specific proposals included in the preferred growth scenario require CEQA project level air quality impact analyses to determine whether these projects may obstruct any future applicable air quality plan within the basin. At the program level, the Plan proposes a series of goals and policies that would mitigate air quality impacts through transportation and housing policies that would result in relatively low emissions increases overall. Included below are Air Quality policies and programs included in the proposed Plan to mitigate impacts on air quality in the basin.

**POLICY AQ 1.1.1**

The City shall maintain attainment status for all state and federally mandated criteria air pollutants.

PROGRAM AQ 1.1.1.1

Identify point and non-point sources of criteria air pollutants.

PROGRAM AQ 1.1.1.2

Monitor and report on the status of criteria air pollutants.

PROGRAM AQ 1.1.1.3

Collaborate with polluting industries to mitigate the emission of criteria air pollutants to a feasible extent.

**Applicable Regulations:**

California Clean Air Act

**Significance Before Mitigation:** Less-than-significant

---

**AQ – 2** The proposed Plan **will not** violate any air quality standard or contribute substantially to an existing or projected air quality violation;

---

Considering the Northeast Plateau Air Basin's level of attainment for monitored air pollutants, the preferred growth scenario within the proposed Plan will not have a significant impact on

attainment of air quality standards. Project level impacts for projects within the proposed plan require assessment for potential project level impacts as the Plan is implemented. The proposed Plan works to mitigate increase in monitored pollutant emissions through policies that promote low-emission growth such as in-fill housing, increased public transportation access, increased active transportation modes such as biking and walking. Additionally, due to the large size of the Basin, the City of Weed has a relatively low impact on overall air quality. Included below are Air Quality policies and programs included in the proposed Plan to mitigate the plans impacts on air quality in the basin.

**POLICY AQ 1.2.1**

The City shall meet California State greenhouse gas emission reduction goals as established by AB 32 and SB 375.

**POLICY AQ 1.2.2**

The City shall establish transportation demand management programs in collaboration with Siskiyou Regional Transportation Authority to reduce vehicle miles travelled.

**PROGRAM AQ 1.2.2.1**

Collaborate with STAGE to promote the use of public transportation.

**PROGRAM AQ 1.2.2.2**

Promote carpooling and ridesharing programs to reduce dependence on single-occupant vehicles.

**POLICY AQ 1.2.3**

The City shall promote and enhance active modes of transportation.

**PROGRAM AQ 1.2.3.1**

Collaborate with the local bike coalition to educate the community on how to bike safely within the City.

**POLICY AQ 1.2.4**

The City shall streamline permit process for electric vehicle chargers.

**PROGRAM AQ 1.2.4.1**

Promote the use of zero-emission vehicles, such as electric-powered, hydrogen-powered or hybrid.

**POLICY AQ 1.2.5**

The City shall promote the use of low-emission vehicles, such as electric-powered, hydrogen-powered, or hybrid vehicles.

**PROGRAM AQ 1.2.5.1**

Streamline permitting process for electric and hydrogen vehicle chargers.

**Applicable Regulations:**

Federal Clean Air Act

California Clean Air Act

**Significance Before Mitigation:** Less-than-significant

---

**AQ – 3** The proposed Plan **will not** result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)

---

The Northeast Plateau Air Basin is in attainment for Ozone criteria pollutant category. The proposed Plan will not have a significant impact on the attainment of this threshold. Ozone pollutants are associated with specific industrial and commercial activities. These activities are not emphasized in the proposed Plan and will likely not impact any criteria pollutants within the Air Basin. Ozone pollutants associated with transportation are mitigated within the proposed Plans circulation and air quality goals. The goals policy objectives included below illustrate the mitigation of criteria air pollutants.

**POLICY AQ 1.2.1**

The City shall meet California State greenhouse gas emission reduction goals as established by AB 32 and SB 375.

**POLICY AQ 1.2.2**

The City shall establish transportation demand management programs in collaboration with Siskiyou Regional Transportation Authority to reduce vehicle miles travelled.

**PROGRAM AQ 1.2.2.1**

Collaborate with STAGE to promote the use of public transportation.

**PROGRAM AQ 1.2.2.2**

Promote carpooling and ridesharing programs to reduce dependence on single-occupant vehicles.

**POLICY AQ 1.2.3**

The City shall promote and enhance active modes of transportation.

**PROGRAM AQ 1.2.3.1**

Collaborate with the local bike coalition to educate the community on how to bike safely within the City.

**POLICY AQ 1.2.4**

The City shall streamline permit process for electric vehicle chargers.

**PROGRAM AQ 1.2.4.1**

Promote the use of zero-emission vehicles, such as electric-powered, hydrogen-powered or hybrid.

**POLICY AQ 1.2.5**

The City shall promote the use of low-emission vehicles, such as electric-powered, hydrogen-powered, or hybrid vehicles.

PROGRAM AQ 1.2.5.1

Streamline permitting process for electric and hydrogen vehicle chargers.

**POLICY CI 1.1.1**

Implement Complete Streets policy that is consistent with the California Complete Streets Act (AB 1358).

PROGRAM CI 1.1.1.1

Prioritize complete streets improvements along Weed’s collector roads.

PROGRAM CI 1.1.1.2

Adopt a Bicycle and Pedestrian Master Plan that further identifies specific needs and priorities for alternative transportation in Weed.

PROGRAM CI 1.1.1.3

Establish educational programs and events that encourage the use of active transportation.

**POLICY CI 1.1.2**

New development must locate parking behind the building when feasible to promote a walkable streetscape.

**POLICY CI 1.1.3**

New development and major roadway projects must incorporate provisions for non-drivers.

PROGRAM CI 1.1.3.1

Conduct a traffic study to understand the needs of non-drivers.

PROGRAM CI 1.1.3.2

Prioritize investment along corridors that are most frequently used by non-drivers.

**POLICY CI 1.2.1**

Establish a safe and complete pedestrian network.

PROGRAM CI 1.2.1.1

Adopt standards for safe pedestrian crossings and road segments that are consistent with traffic control devices in the Manual for Uniform Traffic Control Devices (MUTCD).

PROGRAM CI 1.2.1.2

Implement traffic calming techniques to reduce vehicle speeds along corridors with high traffic speeds and volumes.

**PROGRAM CI 1.2.1.3**

Adopt a Safe Routes to School program that incorporates pedestrian safety measures near Weed Elementary School, Weed High School, and College of the Siskiyous.

**PROGRAM CI 1.2.1.4**

Require new developments to provide adequate pedestrian access within and surrounding the property.

**PROGRAM CI 1.2.1.5**

Prioritize sidewalk repair and installation in areas with high residential and commercial activity.

**POLICY CI 1.2.2**

All sidewalks must be compliant with the Americans with Disabilities Act of 1990.

**PROGRAM CI 1.2.2.1**

Implement principles of universal design such as ADA accessible ramps, high-intensity activated crosswalk (HAWK) beacons, and tactile pavements at intersections.

**PROGRAM CI 1.2.2.2**

Regulate the obstruction of sidewalks by trees, fire hydrants, poles, or other objects that may prevent mobility of people with disabilities.

**POLICY CI 1.3.1**

Establish a safe and complete bicycle transportation network.

**PROGRAM CI 1.3.1.1**

Adopt and implement a Bicycle Master Plan.

**PROGRAM CI 1.3.1.2**

Prioritize investment in separated (Class I and II) bicycle facilities along commercial corridors and in areas with unsafe conditions such as high truck traffic and vehicle speeds.

**PROGRAM CI 1.3.1.3**

Implement shared roadway facilities such as “sharrows” along local and residential roads with slow traffic speeds.

**PROGRAM CI 1.3.1.4**

Adopt a Safe Routes to School program that incorporates bicycle safety measures near Weed Elementary School, Weed High School, and College of the Siskiyous.

**PROGRAM CI 1.3.1.5**

Implement signage that designates bicycle routes and indicates cyclists' presence to drivers.

**POLICY CI 1.3.2**

All bikeways must meet or exceed the design standards set forth in the California Highway Design Manual.

**POLICY CI 1.3.3**

Provide accessible bicycle parking facilities.

PROGRAM CI 1.3.1.1

Provide bicycle parking within each key growth area.

PROGRAM CI 1.3.1.2

Require new developments to include bicycle parking that is at least 10 percent of the parking allocated for automobiles.

**POLICY CI 1.4.1**

Coordinate with Siskiyou Transit and General Express (STAGE) to ensure that residents of Weed have adequate access to public transportation.

PROGRAM CI 1.4.1.1

Conduct a study to identify inadequate transit facilities and underserved areas within the City.

PROGRAM CI 1.4.1.2

Prioritize improvements and access to transit in underserved areas.

PROGRAM CI 1.4.1.3

Promote the incorporation of bus shelters and benches to make public transit a more attractive and comfortable mode of transportation.

**POLICY CI 1.4.2**

Enhance intermodal connectivity between transit and other modes of transportation.

PROGRAM CI 1.4.2.1

Prioritize investment in sidewalks near transit stops.

PROGRAM CI 1.4.2.2

Locate bike parking near transit.

**Applicable Regulations:**

Federal Clean Air Act, California Clean Air Act

**Significance Before Mitigation:** Less-than-significant

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**AQ – 4** The proposed Plan **will not** expose sensitive receptors to substantial pollutant concentrations.

---

Considering the small size and rural location of the City of Weed, the proposed plan will not have a significant impact on the exposure of substantial pollutants to sensitive receptors such as schools, parks, nursing homes, or hospitals. The forestry products manufacturing facility located adjacent to the City of Weed may cause significant impacts for sensitive receptors but lies within the jurisdiction of unincorporated Siskiyou County. The following policies and programs illustrate the proposed Plan’s mitigation of pollutant air impacts on sensitive receptors.

**POLICY AQ 1.2.5**

The City shall promote the use of low-emission vehicles, such as electric-powered, hydrogen-powered, or hybrid vehicles.

PROGRAM AQ 1.2.5.1

Streamline permitting process for electric and hydrogen vehicle chargers.

**POLICY SF 4.1.1**

All Certified Unified Program Agencies (CUPA) designated hazardous waste and spill sites should be cleaned to meet state standards.

PROGRAM SF 4.1.1.1

Evaluate existing response plans to ensure that emergency service resources are adequate to cope with toxic or hazardous material incidents.

PROGRAM SF 4.1.1.2

Emergency response plans should incorporate potential emergency situations in regards to hazardous waste and materials.

PROGRAM SF 4.1.1.3

Implement appropriate training programs to handle hazardous waste and materials.

**Applicable Regulations:**

California Clean Air Act

**Significance Before Mitigation:** Less-than-significant

---

**AQ – 4** The proposed Plan **will not** create objectionable odors affecting a substantial number of people.

---

The preferred growth scenario in the proposed Plan does not include expansion of any commercial industry that would cause a significant impact on odor within the city. The forestry products manufacturing facility located adjacent to the City of Weed likely have significant impacts on odor within the City. The preferred growth scenario includes polices to

mitigate the potential effect of odor on the residents of the City. The following policies illustrate the proposed plan's mitigation of the potential impacts.

**POLICY LU 3.1.1**

Ensure adequate buffering between conflicting land uses.

PROGRAM LU 3.1.1.1

Implement transitional land uses between conflicting land uses.

PROGRAM LU 3.1.1.2

Establish standards in the zoning ordinance to reduce impacts of higher intensity uses, including but not limited to: landscaping, air quality, noise, odor, light, or traffic.

**Applicable Regulations:** None

**Significance Before Mitigation:** Less-than-significant

#### 4.3.4. Summary of Potential Impacts and Mitigation Measures

Given the excellent air quality in and around the City of Weed as well as attainment for all air quality standards in Northeast Plateau Air Basin, the proposed goals, policies, and programs in the City of Weed 2040 General Plan will have a less than significant impact on local air quality and in the City. The goals, policies and programs included in the Plan related air quality, specifically those included in the Air Quality and Circulation elements, will serve to mitigate potentially significant air quality impacts during the implementation of the General Plan.

#### 4.3.5. References

Association of Environmental Planners, 2016 California Environmental Quality Act (CEQA) Statute and Guidelines

Bay Area Air Quality Management District, California Environmental Quality Act Air Quality Guidelines (May 2012)

California Air Resources Board, Northeast Plateau Air Basin Report (2013)

----- (November 5<sup>th</sup>, 2016). California Ambient Air Quality Standards. Retrieved from <https://www.arb.ca.gov/research/aaqs/caaqs/caaqs.htm>

City of Weed, CA. (2015). City of Weed General Plan Background Report. Weed, CA.

----- (2015). Draft City of Weed 2040 General Plan. Weed, CA.

----- (2016, September 16). City of Weed Municipal Code. Retrieved November 5, 2016, from [https://www.municode.com/library/ca/weed/codes/code\\_of\\_ordinances](https://www.municode.com/library/ca/weed/codes/code_of_ordinances)

## 4.4. BIOLOGICAL RESOURCES

Would the Proposed Plan:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4. 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?

5. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?

6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

## 4.4.1. Environmental Setting

### 4.4.1.1. REGULATORY FRAMEWORK

#### Federal Regulations

##### ENVIRONMENTAL PROTECTION AGENCY

Federal Clean Water Act (FCWA) establishes a structure for regulating the discharge of pollutants into waters of the United States, which is monitored by the EPA, U.S. Army Corps of Engineers (USACE), U.S. Fish and Wildlife, and the National Marine Fisheries Service. Section 404 of the Clean Water Act regulates the discharge of dredged or fill material into waters of the U.S., including wetlands, which is the location of many threatened and endangered species. The USACE is responsible for enforcing Section 404 and approving

permits and has a policy of "no net loss" of wetlands. Activities that are regulated under section 404 must show that steps have been taken to avoid impacts to wetlands, streams, and other aquatic resources. States are also able to approve or deny federal water permits or attach conditions to them under Section 401 of the CWA.

#### UNITED STATES FISH & WILDLIFE SERVICE

Federal Endangered Species Act (ESA): The Act was passed to protect and recover imperiled species and the ecosystems they depend on. The USFWS has primary responsibility for terrestrial and freshwater species and the National Marine Fisheries Service (NMFS) has responsibility for marine wildlife. Section 4 of the act requires species to be listed as "endangered," meaning in danger of extinction through most of its range, or "threatened," meaning likely to become endangered. Section 7 requires Federal Agencies to consult with USFWS and NMFS if a project will affect a listed species.

Section 9 and 10 of the ESA regulate the take of a listed species. Under section 9, it is unlawful for any person, private or public, to take endangered species (take means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct). Harm also includes altering habitat necessary for the species survival. Section 10 authorizes FWS, National Oceanic and Atmospheric Administration, and NMFS to authorize a permit allowing the take a species. A Habitat Conservation plan (HCP) must be prepared to show that the effects of the listed species will be minimized and mitigated for a take permit to be issued.

#### MIGRATORY BIRD TREATY ACT, 1918

This act makes it illegal for anyone to, "take, possess, import, export, transport, sell, purchase, or barter any migratory bird or the parts, nests, eggs of such as bird except under the terms of a valid permit" (U.S. Fish and Wildlife Service, 1918). Migrating birds are common throughout California in the fall and spring.

#### BALD AND GOLDEN EAGLE PROTECTION ACT

Prohibits anyone without a permit issued by the Secretary of the Interior from "taking" these eagles, including their parts, eggs, or nests. The definition of take is standard throughout dealing with sensitive species, meaning an action that agitates or bothers an eagle, whether directly or indirectly, is unlawful.

## State Regulations

#### CALIFORNIA DEPARTMENT OF FISH & WILDLIFE (CDFW)

California Endangered Species Act (CESA) CESA states that, "native species of fishes, amphibians, reptiles, birds, mammals, invertebrates, and plants, and their habitats, threatened with extinction and those experiencing a significant decline which, if not halted, would lead to a threatened or endangered designation, will be protected or preserved." CESA prohibits the taking of any species determined to be threatened or endangered (Code 2080). CDFW Code 2080(b) details criteria to be met to obtain a take permit, and 2080. It describes consistency determinations for applicants that fall under FESA and CESA. CDFW recommends that CESA takes precedence over the Federal regulation since California regulations are stricter. All threatened or endangered species in Weed are protected by this act.

#### NATIVE PLANT PROTECTION ACT OF 1977

California Fish and Game Code 1900 states that the purpose of the act is to, "preserve, protect, and enhance endangered or rare native plants of this state." The act prohibits the taking, possessing, or selling any threatened, native plants as defined by the code. The act is described in Codes 1900-1913.

#### CALIFORNIA FISH AND GAME CODE 3503

This code makes it unlawful to take or injure any birds that fall into the category of birds of prey (hawks, falcons, raptors), or destroy the nest or eggs of any such birds except as otherwise provided in the code.

#### CALIFORNIA ENVIRONMENTAL QUALITY ACT

CEQA is the state version of the National Environmental Policy Act and applies to all discretionary projects approved by a public agency. CEQA makes all the environmental impacts of a potential project available for public review. Also, it has the projects minimize environmental impacts through project alternatives and mitigation measures. All of the projects within the City of Weed are required to comply with CEQA.

#### THE PORTER-COLOGNE WATER QUALITY CONTROL ACT OF 1960

This act charged the State Water Resources Control Board (SWRCB) with protecting the quality of all state waters. To enforce the regulations of the SWRCB, regional control boards issue waste discharge permits for wastewater disposal and the implementation of a storm water program.

## **Local/Regional Regulations**

#### NORTH COAST REGIONAL WATER QUALITY CONTROL BOARD

The North Coast RWQCB monitors all water sources and systems within its boundaries. The NCRWQCB is responsible for creating a basin plan, which is the master water quality control

planning document. The plan was adopted by the State Water Resources Control Board as well as the EPA. The NCRWQB also regulates agricultural land, dairy, cannabis, and other pollution sources.

#### 4.4.1.2. EXISTING CONDITIONS

There are a variety of habitat types and vegetation found in the region surrounding the City of Weed. This section is an overview of the existing biological resources in the City and ones that are influenced by the City. These resources include plants, animals, important habitats, and sensitive species.

### **Vegetation and Habitat Types**

The City of Weed and Siskiyou County are located in an area boarding the Southern Cascades and Klamath Mountains, creating a diverse and varying landscape. The forests of the Cascade-Klamath area consist predominantly of mixed conifer forests and oak woodlands, which provide a variety of benefits for diverse populations of plant and animal species. Vegetation composition and communities in this area vary based on changes in elevation and presence of water. In this Cascade-Klamath region, there are three main vegetation zones that change composition based on elevation and various abiotic and biotic features in the area (Siskiyou County, 2014).

#### LOWER ZONE

This region is characterized by a diverse mixing of vegetation types due to the range of topographic features. Grasslands are most common in the many alluvial valleys in the area. These grasslands consist of introduced and native annual grass species as well as annual forbs. Besides grasslands, shrub lands occur at more rocky, dry, and varied locations that consist of drought-tolerant shrubs and trees mixed with grasses. Pine forests are also common throughout this zone with mixed oak and conifers. Some of the species in this zone are:

- Brome Grass (*Bromus* spp.)
- Oat Grass (*Avena* spp.)
- Fescue (*Festuca* spp.)
- Manzanita (*Arctostaphylos* spp.)
- Dear Brush (*Ceanothus intergerrimus*)
- Western Juniper (*Juniperus occidentalis*)
- Brewer Oak (*Quercus garryana* var. *Breweri*)
- Black Oak (*Quercus kelloggii*)
- Interior Live Oak (*Quercus wislizenii*)

- Ponderosa Pine (*Pinus ponderosa*)
- Lodgepole Pine (*Pinus contorta*)

#### MID-UPPER ZONE

The next zone, the most common and expansive vegetation zone in the area, included mixed conifer and conifer hardwood forests. Within the vast stands of trees are shrubs that are predominantly montane chaparral (Pacific Municipal Consultants, 2006). Similarly dispersed throughout the mixed conifer and hardwood forests are sub-alpine meadows. There are many species that are found in the lower zones as well, but some of the new, common species within this zone are:

- Sugar Pine (*Pinus lambertiana*)
- Incense Cedar (*Calocedrus decurrens*)
- Douglas Fir (*Pseudotsuga menziesii*)
- White Fir (*Abies concolor*)
- Aspen (*Populus spp.*)
- Mountain Mahogany (*Cercocarpus montanus*)
- Tobacco Brush (*Ceanothus velutinus*)
- Deerbrush (*Ceanothus integerrimus*)

#### UPPER ZONE

This zone is the highest in elevation and has the least vegetation diversity. Red Fir forests eventually turn into White bark Pine Forests, and dwarf montane chaparral are dispersed throughout the forest. This region is about twice the elevation as the City of Weed, but it provides important habitat and resources for the City, surrounding communities, and wildlife. Some of the common species in this area are:

- Red Fir (*Abies magnifica*)
- White bark Pine (*Pinus albicaulis*)

The City of Weed itself is located at the base of Mount Shasta at the start of an alluvial plain. It consists mostly of Lower zone vegetation types with some Mid-Upper types. Within the City there is also a variety of ornamental, non-native vegetation.

### **Special Status Species**

The Endangered Species Act works to protect and recover endangered species as well as candidate species and other species of risk. Endangered species are at the brink of extinction while threatened species are likely to be at the brink in the near future (USFW, 2013). Special-

status species are those plants or animals listed, proposed for listing, or candidates for listing as threatened or endangered. These special-status species are protected under the Federal and State ESAs. The California Natural Diversity Database (CNDDDB) run by the California Department of Fish and Wildlife is an inventory of the status and locations of special-status plants and animals in California. The CNDDDB lists the special-status species found at the 7.5' Quadrangle level (CDFW, 2016).

Siskiyou County is home to a range of ecosystems and vegetation types that has at least 31 types of special-status animals and 8 special-status plant species seen in Table 4.4-1. The “9 Quad” area the City of Weed is located in has at least 12 special-status animal species and 1 species-status plant species documented seen in table 4.4-2. (CNDDDB, 2016) Migratory bird species are also protected under the Migratory Bird Treaty Act; any activity which results in the taking of a migratory bird is prohibited unless the U.S. Fish and Wildlife service authorizes a permit. Table 4.4-3 lists the migratory birds that could potentially occur in the City of Weed and the surrounding area.

*Table 4.4-1 Special Status Species Found Within Siskiyou County*

Scientific Name	Common Name	Federal Status	State Status
<i>Anaxyrus canorus</i>	Yosemite Toad	Threatened	None
<i>Plethodon asupak</i>	Scott Bar Salamander	None	Threatened
<i>Plethodon elongatus</i>	Del Norte Salamander	None	None
<i>Plethodon stormi</i>	Siskiyou Mountains Salamander	None	Threatened
<i>Rana pretiosa</i>	Oregon Spotted Frog	Threatened	None
<i>Buteo swainsoni</i>	Swainson's Hawk	None	Threatened
<i>Haliaeetus leucocephalus</i>	Bald Eagle	Delisted	Endangered
<i>Charadrius alexandrinus nivosus</i>	Western Snowy Plover	Threatened	None
<i>Coccyzus americanus occidentalis</i>	Western Yellow-billed Cuckoo	Threatened	Endangered

Scientific Name	Common Name	Federal Status	State Status
<i>Falco peregrinus anatum</i>	American Peregrine Falcon	Delisted	Delisted
<i>Grus canadensis tabida</i>	Greater Sandhill Crane	None	Threatened
<i>Riparia</i>	Bank Swallow	None	Threatened
<i>Strix nebulosa</i>	Great Gray Owl	None	Endangered
<i>Strix occidentalis caurina</i>	Northern Spotted Owl	Threatened	Candidate Threatened
<i>Empidonax traillii</i>	Willow Flycatcher	None	Endangered
<i>Empidonax traillii brewsteri</i>	Little Willow Flycatcher	None	Endangered
<i>Pacifastacus fortis</i>	Shasta Crayfish	Endangered	Endangered
<i>Acipenser medirostris</i>	Green Sturgeon	Threatened	None
<i>Chasmistes brevirostris</i>	Short nose Sucker	Endangered	Endangered
<i>Deltistes luxatus</i>	Lost River Sucker	Endangered	Endangered
<i>Oncorhynchus clarkii henshawi</i>	Lahontan Cutthroat Trout	Threatened	None
<i>Oncorhynchus kisutch</i>	Coho Salmon - southern Oregon / northern California ESU	Threatened	Threatened
<i>Oncorhynchus mykiss irideus</i>	Steelhead - northern California DPS	Threatened	None
<i>Salvelinus confluentus</i>	Bull Trout	Threatened	Endangered
<i>Canis lupus</i>	Gray Wolf	Endangered	Endangered
<i>Vulpes vulpes</i>	Sierra Nevada Red Fox	Candidate	Threatened

Scientific Name	Common Name	Federal Status	State Status
<i>necator</i>			
<i>Gulo</i>	California Wolverine	None	Threatened
<i>Martes caurina humboldtensis</i>	Humboldt Marten	None	Candidate Endangered
<i>Pekania pennanti</i>	Fisher - West Coast DPS	Proposed Threatened	Candidate Threatened
<i>Corynorhinus townsendii</i>	Townsend's Big-eared Bat	None	Candidate Threatened
<i>Cirsium ciliolatum</i>	Ashland Thistle	None	Endangered
<i>Arabis mcdonaldiana</i>	McDonald's Rockcress	Endangered	Endangered
<i>Fritillaria gentneri</i>	Gentner's Fritillary	Endangered	None
<i>Gratiola heterosepala</i>	Boggs Lake Hedge-hyssop	None	Endangered
<i>Calamagrostis foliosa</i>	Leafy Reed Grass	None	Rare
<i>Orcuttia tenuis</i>	Slender Orcutt Grass	Threatened	Endangered
<i>Phlox hirsuta</i>	Yreka Phlox	Endangered	Endangered
<i>Eriogonum alpinum</i>	Trinity Buckwheat	None	Endangered

California Natural Diversity Database 2016

Table 4.4-2 Special Status Species within Nine Quad Area around City of Weed

Scientific Name	Common Name	Federal Status	State Status
<i>Buteo swainsoni</i>	Swainson's hawk	None	Threatened
<i>Haliaeetus leucocephalus</i>	Bald Eagle	Delisted	Endangered
<i>Coccyzus americanus occidentalis</i>	Western Yellow-billed Cuckoo	Threatened	Endangered
<i>Grus canadensis tabida</i>	Greater Sandhill Crane	None	Threatened
<i>Riparia</i>	Bank Swallow	None	Threatened
<i>Strix occidentalis caurina</i>	Northern Spotted Owl	Threatened	Candidate Threatened
<i>Selasphorus rufus</i>	Rufous Hummingbird	None	None
<i>Oncorhynchus kisutch</i>	Coho salmon - southern Oregon / northern California ESU	Threatened	Threatened
<i>Canis lupus</i>	Gray Wolf	Endangered	Endangered
<i>Vulpes necator</i>	Sierra Nevada Red Fox	Candidate	Threatened
<i>Gulo</i>	California Wolverine	None	Threatened
<i>Pekania pennanti</i>	Fisher - West Coast DPS	Proposed Threatened	Candidate Threatened
<i>Corynorhinus townsendii</i>	Townsend's big-eared Bat	None	Candidate Threatened
<i>Eriogonum alpinum</i>	Trinity Buckwheat	None	Endangered

California Natural Diversity Database, 2016

*Table 4.4-3 Migratory Birds of Concern*

Species	Season Occurrence
Bald Eagle	Year-round
Black Swift	Breeding
Brewer's Sparrow	Breeding
Burrowing Owl	Year-round
California Spotted-owl	Year-round
Calliope Hummingbird	Breeding
Eared Grebe	Breeding
Flammulated Owl	Breeding
Fox Sparrow	Breeding
Green-tailed Towhee	Breeding
Lewis's Woodpecker	Year-round
Loggerhead Shrike	Year-round
Oak Titmouse	Year-round
Peregrine Falcon	Year-round
Purple Finch	Year-round
Rufous Hummingbird	Breeding
Sage Thrasher	Breeding
Short-eared Owl	Year-round
Snowy Plover	Breeding
Swainson's Hawk	Breeding
Western Grebe	Breeding
White Headed Woodpecker	Year-round
Williamson's Sapsucker	Year-round
Willow Flycatcher	Breeding

*Information for Planning and Conservation, USFWS, 2016*

## **4.4.2. Standards of Significance**

### 4.4.2.1. CEQA THRESHOLDS

According to Appendix G of the CEQA Guidelines, the proposed Plan could have a significant effect on the environment with respect to Biological Resources if it would:

1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;
3. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
4. 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;
5. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance;
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

### 4.4.2.2. METHODOLOGY

This review of potential cumulative impacts on biological resources that could result from adoption of the proposed Plan was based on review of:

- The proposed Plan; General Plan Background Report;
- FWS resources;
- FWS's Environmental Conservation Online System (ECOS);
- CDFW resources;
- CDFW's Areas of Conservation Emphasis (ACE-II) Viewer;
- California Native Plant Society's resources and;
- The Center for Biological Diversity resources.

The baseline existing conditions were then compared to the proposed Plan to determine the potential impacts on biological resources. The Weed 2040 General Plan does not contain a biological resources management plan, but existing state and local regulations and policies related to biological resources were accounted for during the analysis.

Each of the six CEQA standards of significance for biological resource from the CEQA Guidelines was found to be applicable to the City of Weed.

### 4.4.3. Impact Discussion

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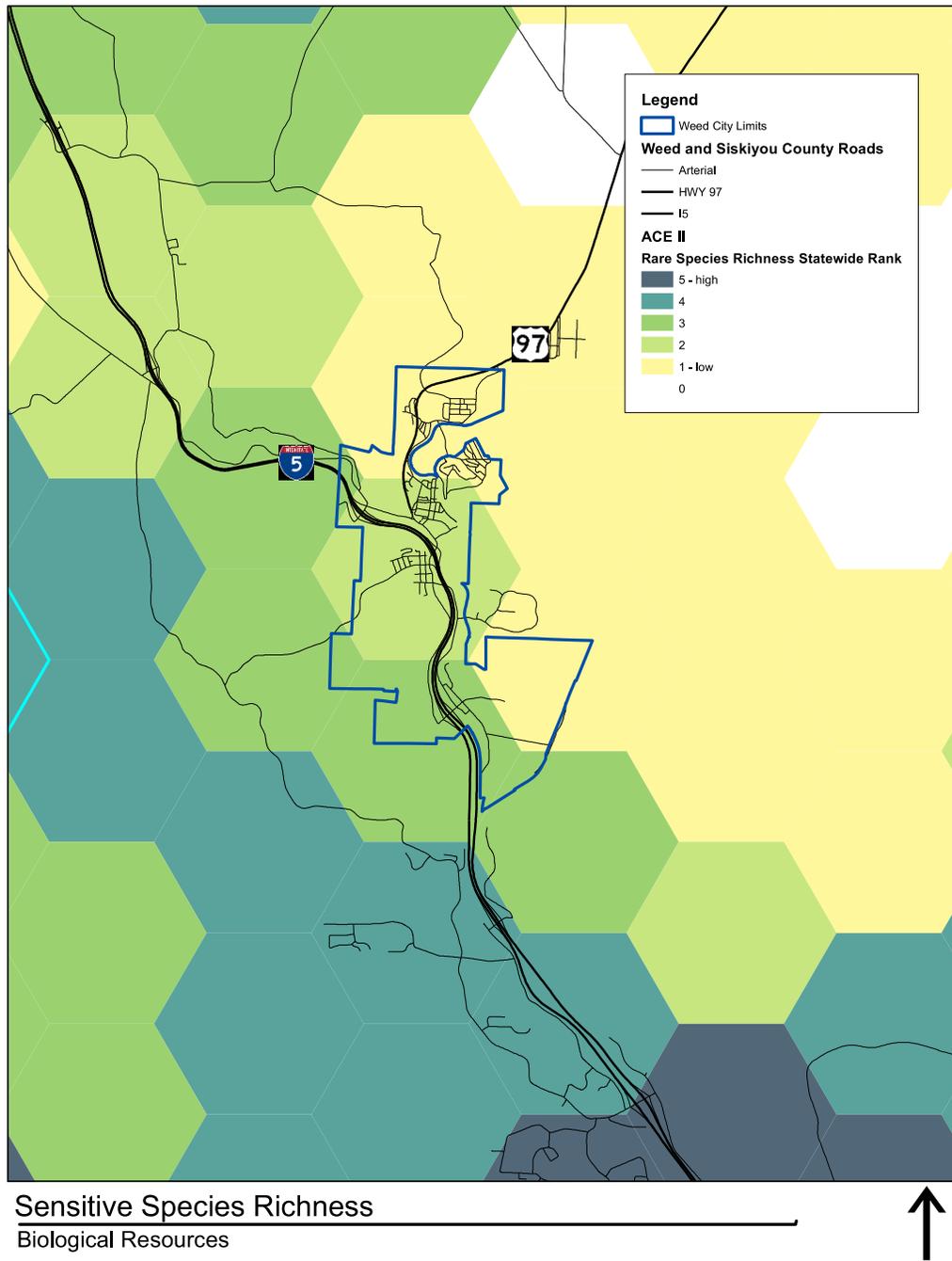
**BIO – 1** The proposed plan will have a **less-than-significant** impact, whether directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

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The City's rare species richness was determined using the Areas of Conservation Emphasis (ACE-II), a project produced by the CDFW in 2009 which serves to produce spatial models of biological richness to identify areas of conservation interest throughout California (CDFW, 2016). Weed is located in an area of low to moderate rare species richness as well as, more specifically, low to moderate rare plant species richness as seen in Figure 4.4-1 and 4.4-2 (CDFW ACE-II, 2016). Immediately surrounding the City, however, are areas of high rare species richness due to the Klamath Range as well as Mount Shasta. Due to the location, there is a high possibility for rare species to occur in the City and its SOI. Also, according to the CNDDDB, there are 13 special-status species that have been documented in the "9 Quad" area Weed is located in (CNDDDB, N.D). The CNDDDB data is sufficient for this analysis, but should be supplemented with site-specific and project-specific surveys and assessments.

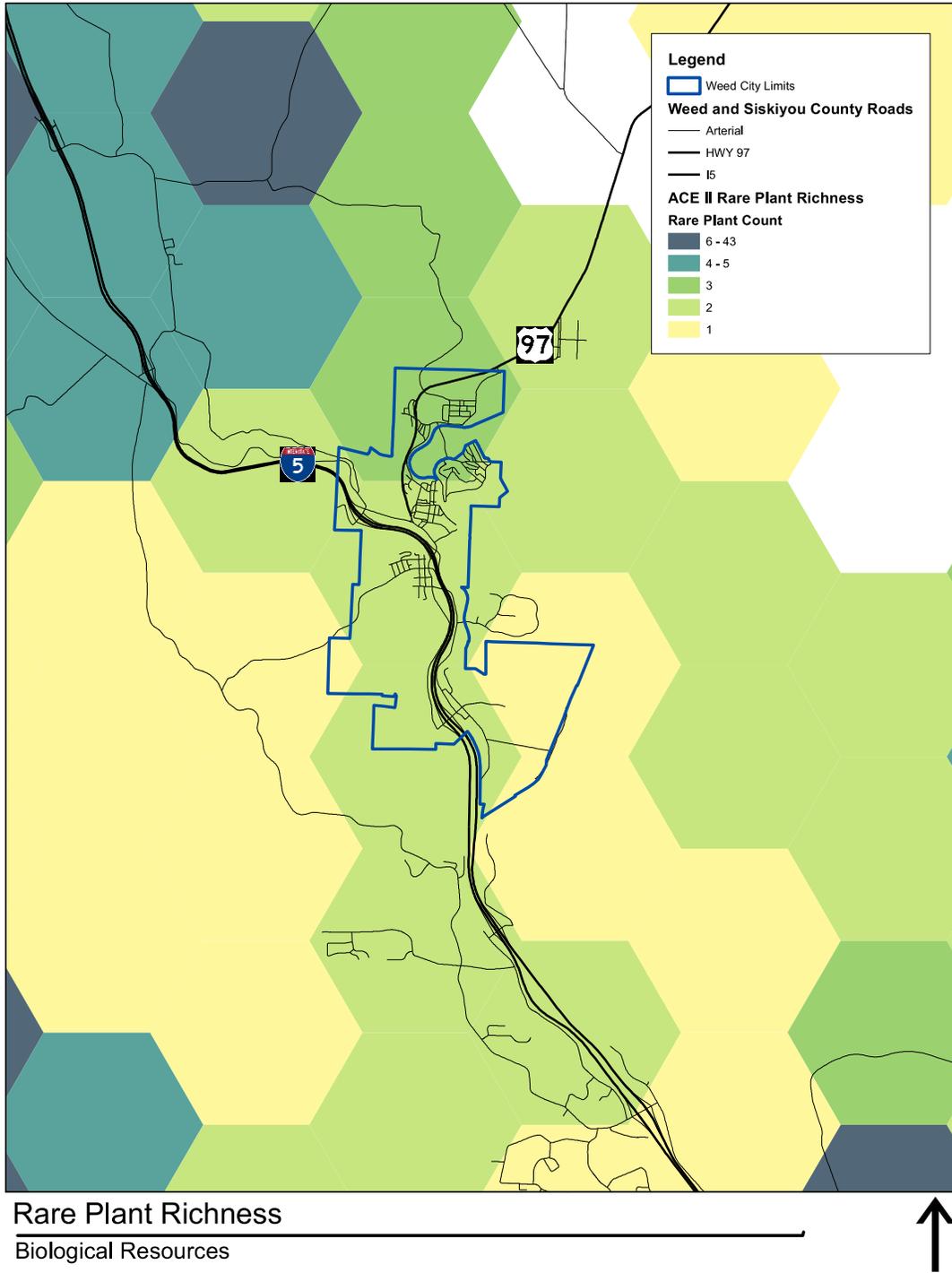
Impacts to special status species from the Plan would occur from loss of important habitat areas, population isolation due to habitat fragmentation from development, direct loss of individual species, decreased reproductive success, impeded migration routes, increased noise pollution, and a variety of other indirect impacts. Many of these impacts will be mitigated from the federal and state regulations listed in Section 4.4.1.1. Under CEQA, individual projects will address and mitigate any potential impacts that will occur to these sensitive species.

Map 4.4-1 Sensitive Species Statewide Rank



Source: CDFG Areas of Conservation Emphasis (2016)

Map 4.4-2 Rare Plant Species Richness



Source: CDFG Areas of Conservation Emphasis (2016)

While Weed has documented special-status species and is surrounded by areas of relatively high rare species diversity, the proposed Plan does not propose development in existing wildlife or natural habitat areas. Infill development is prioritized in the preferred Plan scenario, new development will avoid sensitive areas, and areas of the City that are environmentally sensitive are intended to be preserved. The plan also includes policies and programs that support the preservation of special-status species in Weed and minimize the impacts associated with development under the plan, which are:

**PROGRAM CO 2.1.1.3**

Develop and implement creek clean-up and community clean-up programs to maintain healthy and clean aquatic environments.

**POLICY CO 3.1.1**

Comply with federal and state legislation regarding the protection of special-status species and habitats as defined by the US Fish and Wildlife Service.

**PROGRAM CO 3.1.1.1**

Require environmental review for new development to identify potential impacts on threatened and endangered plant and animal species.

**POLICY CO 3.2.1**

New development shall not disturb any critical habitats identified through biological resources assessments

**PROGRAM CO 3.2.1.1**

Conduct biological resources assessments by a qualified biologist to inventory wildlife habitats, corridors and restoration needs

**POLICY CO 3.2.1**

Promote infill development that lessens the impacts of community growth on natural habitats.

**POLICY CO 3.2.2**

Development in areas with critical biological resources must be subjected to discretionary review.

**POLICY CO 5.1.1**

Preserve habitat linkages to provide wildlife corridors and protect natural wildlife ranges by prohibiting development in designated biological resource zones.

**PROGRAM CO 5.1.1.1**

Require evaluation, avoidance, and minimization of potential significant impacts as well as mitigation of unavoidable impacts to biological resources.

**POLICY CO 5.2.2**

The City shall plant large canopy shade trees where appropriate and with consideration to natural habitats and water conservation goals, to maximize environmental benefits.

**PROGRAM CO 5.2.2.3**

Develop and implement a landscape plan to preserve oak woodlands and critical vegetation.

**POLICY CO 6.1.1**

The City shall require evaluation of environmental impacts on proposed developments.

**PROGRAM CO 6.1.1.1**

Identify and protect environmentally sensitive areas.

**PROGRAM CO 6.1.1.2**

Maintain strong oversight of CEQA impact mitigations.

**POLICY CO 6.1.2**

The City shall prioritize redevelopment and infill projects to prevent urban sprawl.

**POLICY HO2.2.1**

Increase the number of housing units within key growth areas.

**PROGRAM HO 2.2.1.1**

Update the zoning code to include higher density and mixed-use land uses in key growth areas.

**POLICY LU 1.3.2**

Preserve open space to retain the natural scenic beauty and ecology within Weed.

**POLICY LU 2.1.1**

Prioritize infill development within key growth areas

These policies and programs of the proposed 2040 General Plan along with the applicable federal, state, and local regulations would reduce the potential impacts of the plan to special-status species. Projects that would potentially occur in areas with special-status species will be subject to project-level environmental review in order to mitigate the impacts to the special-status species. Therefore, impacts from the proposed plan would be less-than significant.

**Applicable Regulations:**

Federal Endangered Species Act

Migratory Bird Treaty Act

California Endangered Species Act

California Fish and Game Code

California Native Plant Protection Act

The Porter-Cologne Water Quality Control Act of 1960

**Significance Before Mitigation:** Less-than Significant.

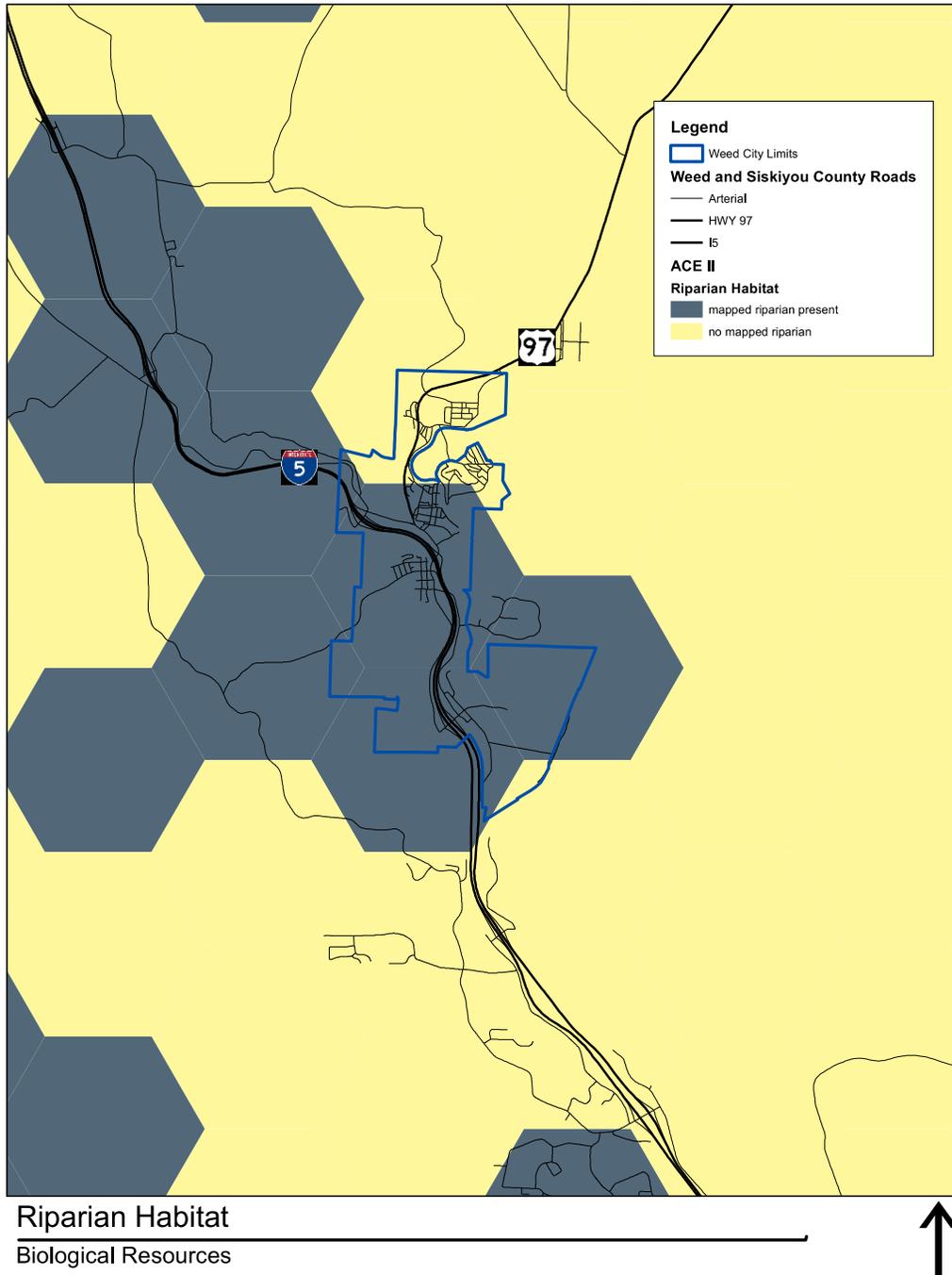
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**BIO – 2** The proposed plan will have **less-than-significant** substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

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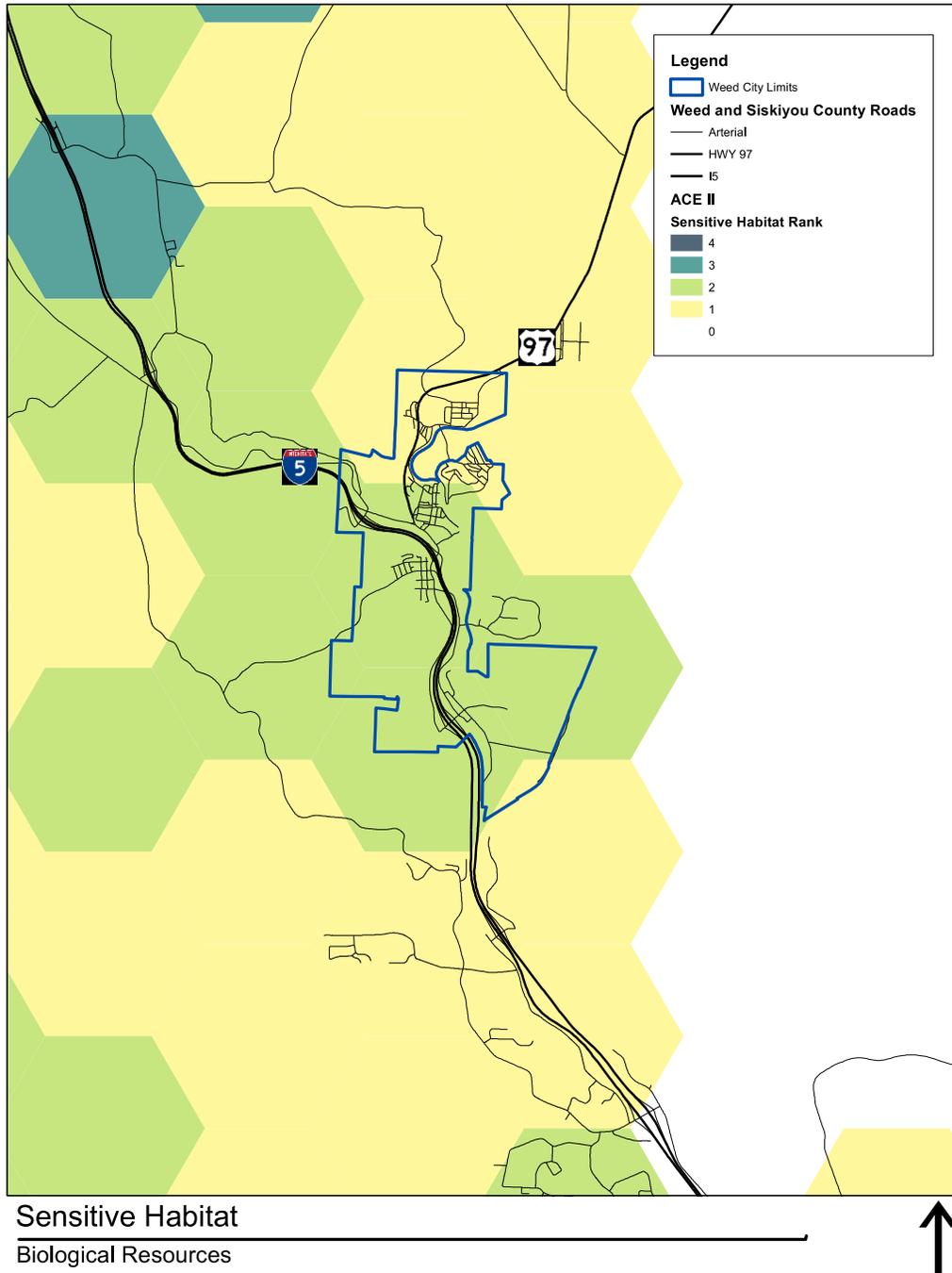
According to ACE-II database from U.S. Fish and Wildlife Service, the City of Weed is located in an area that has riparian habitat present as seen in Map 4.4-3. As detailed in Map 4.4-4, the City of Weed is located in an area with relatively low sensitive habitat.

Map 4.43 Mapped Riparian Habitat



Source: CDFG, Areas of Conservation Emphasis (2016)

Map 4.4-4 Sensitive Habitat



Source: CDFG, *Areas of Conservation Emphasis* (2016)

Direct and indirect impacts have the potential to occur on riparian habitats and sensitive natural communities. Direct impacts that could occur would be due to converting sensitive habitats or riparian areas to developed properties. Habitat loss or degradation is also considered direct impacts, along with any temporary disturbance to riparian or sensitive

natural communities. Indirect impacts could be due to an increase in impervious surfaces that leads to increase storm water runoff, which can degrade riparian or sensitive habitats and the species that are associated with them.

The future development and growth that is proposed in the 2040 General Plan has the potential to have adverse effects on riparian and wetland habitat. However, federal, state, and local regulations that are described in Section 4.4.1.1 would mitigate any adverse effects on any riparian or sensitive natural communities caused by development of the proposed Plan. The Federal Clean Water Act and the Porter-Cologne Water Quality Control Act, for example, regulate the water quality of waters in U.S. and state water bodies. These standards and regulations help protect riparian and sensitive habitats from pollution and alteration of waterways through dredging and infill.

New developments are required to follow federal and state regulations that would help protect riparian and sensitive natural communities. Additionally, the following objectives, policies, and programs from the proposed Plan would also protect wetlands, riparian areas, and sensitive natural communities within the City of Weed: Objective CO 2.1 Maintain a clean and healthy water supply free of contaminants and dangerous chemicals.

**POLICY CO 2.1.1**

The City shall provide residents with access to clean and healthy water.

**PROGRAM CO 2.1.1.3**

Develop and implement creek clean-up and community clean-up programs to maintain healthy and clean aquatic environments.

**POLICY CO 3.1.1**

Comply with federal and state legislation regarding the protection of special-status species and habitats as defined by the US Fish and Wildlife Service.

**PROGRAM CO 3.1.1.1**

Require environmental review for new development to identify potential impacts on threatened and endangered plant and animal species.

**POLICY CO 3.2.1**

New development shall not disturb any critical habitats identified through biological resources assessments

**PROGRAM CO 3.2.1.1**

Conduct biological resources assessments by a qualified biologist to inventory wildlife habitats, corridors and restoration needs

**POLICY CO 5.2.2**

The City shall plant large canopy shade trees where appropriate and with consideration to natural habitats and water conservation goals, to maximize environmental benefits.

**PROGRAM CO 5.2.2.1**

Integrate urban forestry into the City by planting trees and managing storm runoff.

**PROGRAM CO 5.2.2.3**

Develop and implement a landscape plan to preserve oak woodlands and critical vegetation.

**POLICY CO 6.1.1**

The City shall require evaluation of environmental impacts on proposed developments.

**PROGRAM CO 6.1.1.1**

Identify and protect environmentally sensitive areas.

**PROGRAM CO 6.1.1.2**

Maintain strong oversight of CEQA impact mitigations.

**PROGRAM CO 6.1.1.3**

Promote low-impact development strategies.

Compliance with these objective, policies, and programs, along with applicable federal, State, and local regulations would reduce impacts to riparian areas and sensitive natural communities to maximum extent possible. Individual projects under the proposed plan which would involve development in areas that contain riparian or other sensitive habitat, would be subject to project-level environmental review pursuant to CEQA. Therefore, impacts from the proposed Plan are considered Less-than Significant.

**Applicable Regulations**

- Federal Endangered Species Act
- Migratory Bird Treaty Act
- California Endangered Species Act
- California Fish and Game Code
- California Native Plant Protection Act
- Federal Clean Water Act -Section 404
- The Porter-Cologne Water Quality Control Act of 1960

**Significance before Mitigation:** Less-than Significant.

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**BIO – 3** The proposed Plan **would not** have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the

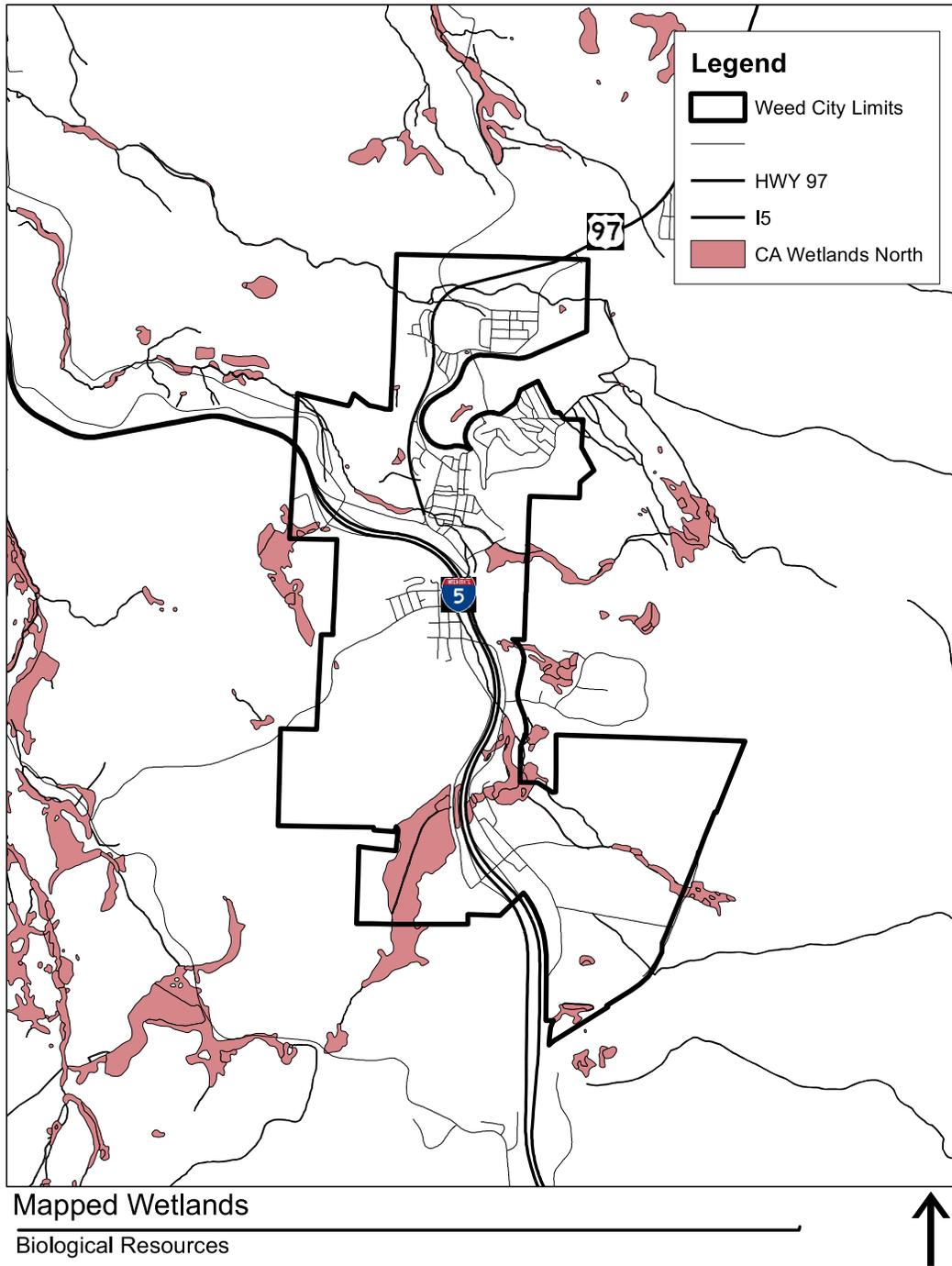
Clean Water Act (including, but not limited to, marsh, verbal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

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Federally protected wetlands have been delineated as jurisdictional waters of the U.S. by the United States Army Corps of Engineers (USACE). Section 404 of the Clean Water Act states that there can be "no net loss" of wetlands. Section 404 also regulates various discharges of pollutants into waters of the United States by requiring projects to get authorization from USACE prior to discharging material into any water of the U.S. If a project has the potential to negatively affect any wetlands or water bodies, a mitigation ratio of 1:1 is usually required from USACE in order to obtain a permit.

Map 4.4-5 shows wetlands that have been mapped by the National Wetlands Inventory from U.S. Fish and Wildlife Service within the City of Weed. The Map indicates that there are areas of federally protected wetland vegetation within the City, which has the potential for further development. The implementation of the proposed plan may result in development that could impact these federally protected wetlands. Impacts that development could cause would be direct through wetland habitat loss or degradation and alteration of waterways, or could be indirect through increased impervious surfaces.

Map 4.4-5 Mapped Federally Protected Wetlands



Source: USFWS, National Wetlands Inventory (2016)

The regulations and laws listed in Section 4.4.1.1, however, protect all federally protected wetlands and would prevent the loss of a wetland without mitigating for a 1:1 ratio. Besides the laws and regulations there are programs and policies within the General Plan that serve to

protect sensitive habitats and species like wetlands and the wildlife that occurs there. These policies are:

**CO 2.1.1**

The City shall provide residents with access to clean and healthy water.

PROGRAM CO 2.1.1.3

Develop and implement creek clean-up and community clean-up programs to maintain healthy and clean aquatic environments.

**POLICY CO 3.1.1**

Comply with federal and state legislation regarding the protection of special-status species and habitats as defined by the US Fish and Wildlife Service.

PROGRAM CO 3.1.1.1

Require environmental review for new development to identify potential impacts on threatened and endangered plant and animal species.

**POLICY CO 3.2.1**

New development shall not disturb any critical habitats identified through biological resources assessments

**POLICY CO 6.1.1**

The City shall require evaluation of environmental impacts on proposed developments.

PROGRAM CO 6.1.1.1

Identify and protect environmentally sensitive areas.

PROGRAM CO 6.1.1.2

Maintain strong oversight of CEQA impact mitigations.

**Applicable Regulations:**

California Fish and Game Code

Federal Clean Water Act - Section 404

The Porter-Cologne Water Quality Control Act of 1960

**Significance before Mitigation:** Less than Significant

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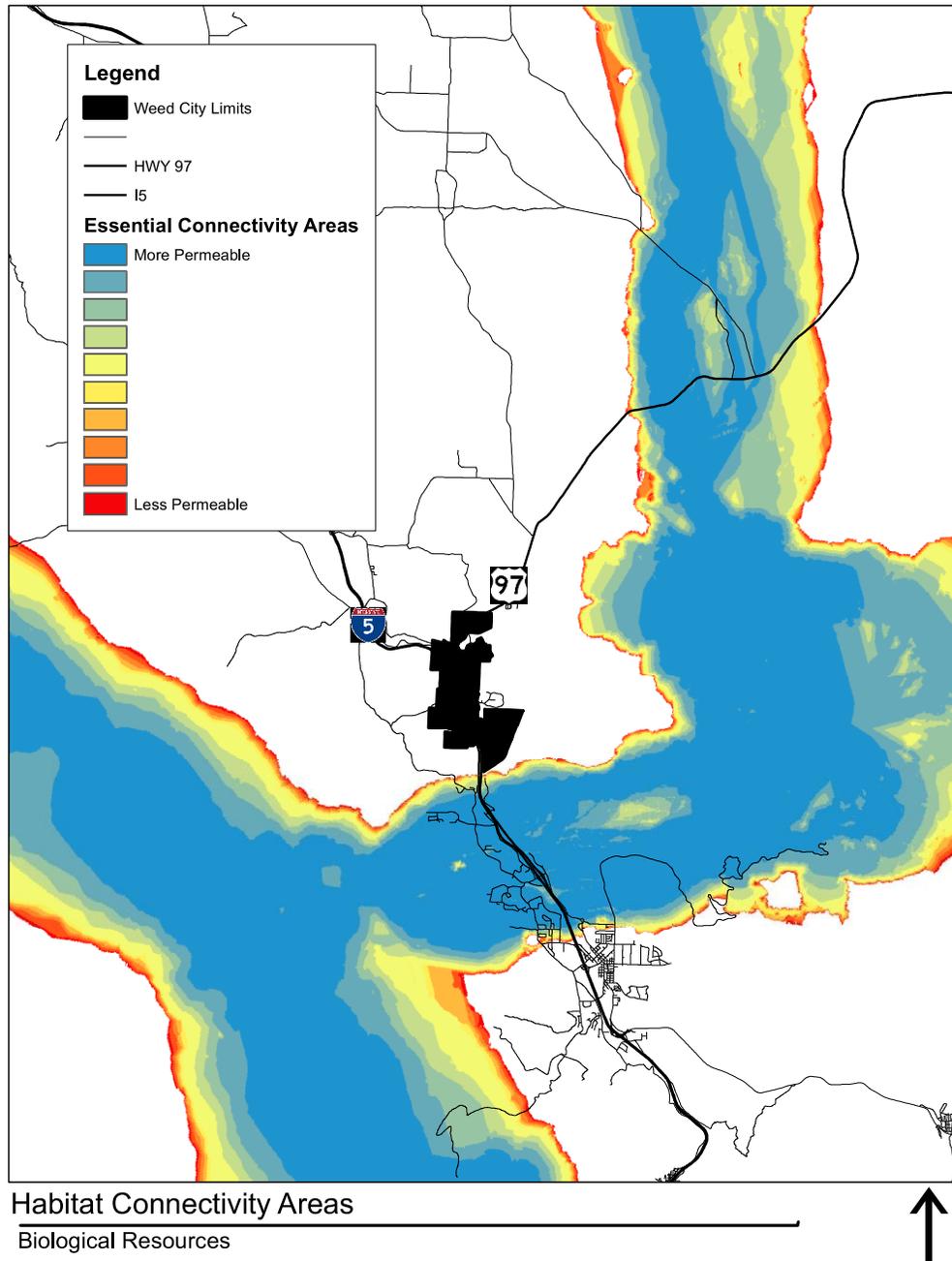
**BIO – 4** The proposed Plan would result in **less-than-significant** interference with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

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The proposed plan would result in a significant impact if new development would interfere with a species movement through corridors, migration patterns, or affect reaching breeding locations. The movement of wildlife could be along corridors, dispersal movements from juveniles, and temporal, migration movements. The City of Weed has some more urbanized areas and some areas that are more rural. Opportunities for wildlife movement in the more urban areas of Weed are minimal due to existing development, which includes fencing, buildings, roadways, or similar anthropogenic infrastructure. Similarly, I-5 further impedes the movement of wildlife east or west through the entire City.

The less developed, rural areas in the City do, however, create potential for migration corridors for terrestrial organisms. Also, given Weed's prominent location between the Cascade and Klamath ranges, there are important and large habitat corridors surrounding the City. The California Department of Fish and Game created a Wildlife Essential Habitat Connectivity Project that has wildland networks and their connections mapped out and identified. Map 4.4-6 shows the nearby connectivity areas of the habitat around Weed. There are multiple corridors surrounding the City due to Mount Shasta and other wildland patches which permits movement.

*Map 4.4-6 Habitat Connectivity Areas*



Source: CDFG, Wildlife Essential Habitat Connectivity Project (2016)

The preferred growth scenario of the General Plan does not expand the City limits, but it does propose more commercial, industrial, and residential development in the southern areas of the City, which would intensify the land in an area that is relatively undeveloped. This could potentially interfere with the movement of some wildlife species within the undeveloped areas. However, policies and programs in the General Plan recognize the important to preserve

habitat corridors and limit urban sprawl. They also seek to preserve open space, which is the proposed land use in the southern portion of the City adjacent to the important wildlife corridors. The policies and programs in the General Plan that relate to wildlife migration are listed below:

**PROGRAM CO 3.2.1.1**

Conduct biological resources assessments by a qualified biologist to inventory wildlife habitats, corridors and restoration needs

**POLICY CO 3.2.1**

Promote infill development that lessens the impacts of community growth on natural habitats.

**POLICY CO 3.2.2**

Development in areas with critical biological resources must be subjected to discretionary review.

**POLICY CO 5.1.1**

Preserve habitat linkages to provide wildlife corridors and protect natural wildlife ranges by prohibiting development in designated biological resource zones.

**PROGRAM CO 5.2.2.3**

Develop and implement a landscape plan to preserve oak woodlands and critical vegetation.

**POLICY LU 1.3.2**

Preserve open space to retain the natural scenic beauty and ecology within Weed.

**POLICY LU 2.1.1**

Prioritize infill development within key growth areas

With these policies and programs of the proposed General Plan as well as with applicable federal and state regulations, the potential impacts to wildlife movement will be greatly reduced.

**Applicable regulations:**

Federal Endangered Species Act

Migratory Bird Treaty Act

California Endangered Species Act

California Fish and Game Code

**Significance Before Mitigation:** Less-than-significant

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**BIO – 5** The proposed Plan **would not** conflict with any local policies or ordinance protecting biological resources, such as a tree

preservation policy or ordinance, making the impact less than significant.

The proposed plan will not conflict with any local policies or ordinances protecting biological resources. Rather, the proposed General Plan update will support the adoption of policies and ordinances that will protect biological resources in the City. The policies and programs within the Plan further reduce the impacts to a less than significant level.

**Applicable Regulations:** None

**Significance Before Mitigation:** Less than significant

**BIO – 6** The proposed plan **would not** conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. This impact is considered to have no impact.

There are no adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans that are relevant in this context.

**Applicable Regulations:**

Federal Endangered Species Act

California Endangered Species Act

California Department of Fish and Game Code

California Native Plant Society

**Significance Before Mitigation:** No Impact

#### **4.4.4. Summary of Potential Impacts and Mitigation Measures**

No mitigation is required for biological resources.

## 4.4.5. References

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## 4.5. CULTURAL RESOURCES

Would the Proposed Plan:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
1. Cause a substantial adverse change in the significance of a historical resource as denied in 1564.5	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Cause a substantial adverse change in the significance of an archeological resource pursuant to 1564.5	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Directly or indirectly destroy a unique paleontological resource site, or unique geologic feature.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Disturb any human remains, including those interred outside of formal cemeteries.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. In combination with past, present, and reasonably foreseeable projects, would result in significant cumulative impacts with respect to cultural resources.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## 4.5.1. Environmental Setting

### 4.5.1.1. REGULATORY FRAMEWORK

#### Federal Regulations

##### ARCHAEOLOGICAL RESOURCES PROTECTION ACT OF 1979

This act preserves and protects archaeological, historic and paleontological resources and requires the issuance of permits in order to excavate or remove any archaeological or paleontological resources from federal lands and tribal lands. Unauthorized activities are punishable by fine, imprisonment, or both.

##### HISTORIC SITES ACT OF 1935

This act authorized the Historic American Buildings Survey and the Historic American Engineering Record and the National Survey of Historic Sites; authorized the establishment of national historic sites and designation of national historic landmarks; and authorized interagency, intergovernmental, and interdisciplinary efforts for the preservation of cultural resources.

##### NATIONAL HISTORIC PRESERVATION ACT OF 1966

The National Historic Preservation Act of 1966 created a National Register of Historic Places (National Register) for the official designation of historic resources including districts, sites, buildings, structures, and objects of significance in American history, architecture, archaeology, engineering and culture. To qualify for significance in the National Register, resources must possess integrity of location, design, setting, materials, workmanship, feeling and association, in addition to any of the following:

1. Be associated with events that made a significant contribution to the broad patterns of American history; or
2. Be associated with lives of significant persons in or past; or
3. Embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity; or
4. Have yielded or may yield, information important in history and prehistory.

Resources less than 50 years old are not considered eligible except for those resources that have achieved significance of exceptional importance. The California Environmental Quality Act (CEQA) requires the evaluation of projects that affect properties that are listed in the National Register.

## NATIVE AMERICAN GRAVES PROTECTION AND REPATRIATION ACT OF 1990

Provides a process for museums and Federal agencies to return certain Native American, cultural items, human remains, funerary objects, sacred objects, or objects of cultural patrimony to lineal descendants, and culturally affiliated Indian tribes and Native Hawaiian organizations. NAGPRA includes provisions for unclaimed and culturally unidentifiable Native American cultural items, intentional and inadvertent discovery of Native American cultural items on Federal and tribal lands, and penalties for noncompliance and illegal trafficking. In addition, NAGPRA authorizes Federal grants to Indian tribes, Native Hawaiian organizations, and museums to assist with the documentation and repatriation of Native American cultural items, and establishes the Native American Graves Protection and Repatriation Review Committee to monitor the NAGPRA process and facilitate the resolution of disputes that may arise concerning repatriation under NAGPRA.

The principal steps of the NAGPRA repatriation process include

1. Federal agencies and museums must identify cultural items in their collections that are subject to NAGPRA, and prepare inventories and summaries of the items.
2. Federal agencies and museums must consult with lineal descendants, Indian tribes, and Native Hawaiian organizations regarding the identification and cultural affiliation of the cultural items listed in their NAGPRA inventories and summaries.
3. Federal agencies and museums must send notices to lineal descendants, Indian tribes, and Native Hawaiian organizations describing cultural items and lineal descendancy or cultural affiliation, and stating that the cultural items may be repatriated. The law requires the Secretary of the Interior to publish these notices in the Federal Register.

## State Regulations

### THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

CEQA Guidelines (2014) section 15064.5 requires local agencies to determine if a project may cause substantial adverse change in the significance of a historical resource. CEQA considers impacts to historical resources as impacts to the environment. This is to protect historical resources from substantial adverse change through physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings.

Adverse change to these resources could potentially impair the material significance. CEQA defines historical resources as meeting one of four requirements:

1. If a resource is listed, or determined eligible for listing, in the California Register of Historical Resources.

2. The resource is included in a local register of historical resources, as defined in section 5020.1 (k) of the Public Resources Code, or identified as significant in a historical resource survey meeting the requirements of section 5024.1 (g) of the Public Resources Code, unless a preponderance of evidence demonstrates it is not historically or culturally significant.
3. The lead agency has determined that the resource is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, and may be considered a historical resource so long as the lead agency's determination is supported by substantial evidence in light of the whole record.
4. If the lead agency determines the resource may be a historical resource as defined in Public Resources Code Sections 5020.1 (j) or 5024.1 and the resource is not listed or eligible for listing in the California Register of Historical Resources, not included in a local register (pursuant to section 5020.1 (k) of the Public Resources Code), or identified in a historical resources survey (meeting the criteria of section 5024.1 (g) of the Public Resources Code).

In addition, Public Resources Code Section 21083.2 and Section 15126.4 of the CEQA Guidelines (2014), state that the lead agency shall determine whether a project may have a significant impact on archaeological resources. If a project is determined to cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all resources to be preserved in place or left in an undisturbed state. Preservation in place is preferred to mitigation measures. Preservation in place maintains the relationship between artifacts and the archaeological context. The Public Resources Code provides required mitigation if unique archaeological resources are not preserved in place or not left in an undisturbed state.

Section 15064.5 of the CEQA Guidelines (2014) specifies procedures in the event of an accidental discovery of Native American human remains on non-federal land. These provisions protect such remains from disturbance, disinterment, and inadvertent destruction, outline procedures to be implemented if Native American remains are discovered, and establish the Native American Heritage Commission (NAHC) as the authority to identify the most likely descendant and mediate any disputes regarding disposition of such remains.

2013 CALIFORNIA HISTORICAL BUILDING CODE, CALIFORNIA CODE OF REGULATIONS, TITLE 24,  
PART 8

The California Historical Building Code (CHBC), as stated in Sections 18950 to 18961 of Division 13, Part 2.7 of Health and Safety Code, and subject to the rules and regulations in 24 CCR Part 8, supplies regulations and standards for the rehabilitation, preservation,

restoration, or relocation of historical buildings, structures, and properties. According to the CHBC, a qualified historical building or structure is any structure or collection of structures, and their associated sites deemed of importance to the history, architecture or culture of an area by an appropriate local or State governmental jurisdiction. This includes any structures in existing or future national, state, or local historical registers or official inventories, such as the National Register of Historic Places (NRHP), State Historical Landmarks, State Points of Historical Interest, and city or county registers or inventories of historic or architecturally significant sites, places, historic districts, or landmarks.

#### HEALTH AND SAFETY CODE, SECTION 7052, SECTION 7050.5

Sections 7052 and 7050.5 of the Health and Safety Code outlines penalties associated with the intentional disturbance, mutilation, or removal of interred human remains. Health and Safety Code 7050.5 provides procedural guidelines for the discovery of human remains outside of a dedicated cemetery. The disinterment of remains known to be human and without the authority of law is a felony and intentional disturbance of remains is a misdemeanor.

#### CALIFORNIA STATE SENATE BILL 18

Senate Bill (SB) 18 requires local governments (cities and counties) to consult with Native American tribes to aid in the protection of traditional tribal cultural places through local land use planning. SB 18 provides California Native American tribes an opportunity to participate in local land use decisions of planning. The purpose of the bill is to protect or mitigate impacts to cultural places with the intent of involving the tribes at early planning stages. This allows for consideration of cultural places in the context of broad local land use policy prior to an individual site-specific project where land use designations are made by the local government. This bill is meant to protect land with special religious or social significance to California Native American tribes.

#### PUBLIC RESOURCES CODE SECTION 5097

Public Resources Code Section 5097 identifies the procedures to be followed in the event of the unexpected discovery of human remains on non-federal public lands. The character of Native American burials falls within the jurisdiction of the Native American Heritage Commission (NAHC). The NAHC prohibits willfully damaging any historical, archaeological, or vertebrate paleontological site or feature on public lands.

## **Local Regulations**

The City of Weed does not have any local regulations specifically regarding cultural resources.

#### 4.5.1.2. EXISTING CONDITIONS

##### Historical Resources:

Weed's Historic Downtown neighborhood is characteristic of older western towns built in the early 20th century. Although the downtown is not a historic district, the historic downtown does contain buildings and some notable historic resources. The City of Weed contains one building on the National Register of Historic Places: The Shasta Inn and Weed Lumber Company Boarding House (2013). The Emigrant Crossing, located on State Highway 97 at Military Pass Rd near Weed, is a landmark on the California Historic Register, but this is slightly outside the City of Weed Scope of Influence (SOI) (2013). The City contains no buildings on the County or other local Registers. Notable historic buildings or landmarks that are not on the National, State or Local Registers include:

1. The City Hall Building
2. A plaza in front of City Hall with a statue of the City's founder, Abner Weed
3. The Weed Mercantile Mall
4. Weed Volunteer Fire Department Station
5. Weed Palace Theatre

Figure 4.5-1: Statue of Founder Abner Weed



Source: Cal Poly Land Use Inventory (2015)

Figure 4.5-2 Weed City Hall



Source: Cal Poly Land Use Inventory (2015)

Figure 4.5-3: Shasta Inn and Weed Lumber Company Boarding House



Source: Noe Hill (2010)

## Archaeological Resources

A study by the California Bureau of Land Management found 32 prehistoric archaeological sites, 15 historic archaeological sites and 10 prehistoric sites with historic components throughout the Shasta Valley (1997). The Siskiyou County Sesquicentennial Committee, a project funded by the Siskiyou County Board of Supervisors, also states that the area north and to the west of Mt. Shasta was inhabited by the Shasta Indians historically, dating back to approximately 7000 years ago (SCBS, n.d.). Due to the presence of such sites in the region, there is a potential for discovery of archaeological resources in the Weed area. If any archaeological resources are found due to development build-out by the proposed Plan, the developments would be subject to the several Federal and State regulations regarding archeological resources listed in Section 4.5.2.1.

## 4.5.2. Standards of Significance

### 4.5.2.1. CEQA THRESHOLDS

According to Appendix G of the CEQA Guidelines (2014), the proposed Plan would have a significant effect on the environment with respect to aesthetics if it would:

1. Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5;
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5;
3. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or
4. Disturb any human remains, including those interred outside of formal cemeteries;

#### 4.5.2.2. METHODOLOGY

The cultural resources impact assessment was based on a review of the National, State, and Local Register of Historic Buildings, and other relevant documentation. The discussion follows, and is organized by the impact criteria laid out in the CEQA Appendix G Guidelines;

### 4.5.3. Impact Discussion

This section discusses Plan-specific and cumulative impacts related to cultural resources

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**CULT – 1** The proposed Plan would result in a **less-than-significant** adverse change to a historical resource as defined in Section 15064.5.

---

Implementation of the proposed Plan could have a significant environmental impact if it would cause substantial adverse change in the significance of a historical resource, which is any building, structure, feature object, or site of historic or cultural importance, as listed on the National Register, California Register, or designated as a historic resource by the City of Weed.

The proposed Plan would have a less-than-significant impact to the existing cultural resources. The City of Weed intends to preserve its officially designated and non-designated historic resources. The Plan's Preferred Growth Scenario minimizes any potential impact to historic resources by confining growth to six key growth areas. In addition, the Plan proposes the following policies to reduce any potential impacts:

#### **POLICY CD 2.1.1**

The City shall maintain an inventory of Weed's historic resources.

##### PROGRAM CD 2.1.1.1

Identify and register significant cultural and historic resources with the National Register of Historic Places and/or the California Inventory of Historic Resources.

##### PROGRAM CD 2.1.1.2

Identify and maintain a list of cultural and historic resources that are unique to Weed.

PROGRAM CD 2.1.1.3

Establish a Historic Preservation Board.

PROGRAM CD 2.1.1.4

Seek funding to preserve historic buildings and significant cultural and archaeological resources in Weed.

**POLICY CD 2.1.2**

Provide educational opportunities at sites of cultural, historic, or archaeological significance.

**POLICY CD 2.2.1**

The City shall support public and private efforts to preserve, rehabilitate, and protect significant cultural and historic resources.

PROGRAM CD 2.2.1.1

Adopt the Secretary of Interior’s standards for the treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing historic buildings to protect significant cultural resources.

PROGRAM CD 2.2.1.2

Assist with federal and state funding for restoration and maintenance of historic properties.

**POLICY CD 2.2.2**

The City shall provide tax incentives to owners of cultural and historic properties to help rehabilitate, preserve, and protect cultural resources.

PROGRAM CD 2.2.2.1

Implement a Mills Act program to grant tax abatement for owners of culturally significant property.

Applicable Regulations:

National Historic Preservation Act 1966

Significance Before Mitigation: Less-than-significant

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<b>CULT-2</b>	The proposed Plan would result in <b>potentially significant</b> adverse change to an archaeological resource as defined in Section 1506.5 before mitigation.
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The City of Weed is located in a region previously inhabited by Native Americans, including the Shasta Indians. As such, there is potential for encountering archaeological resources in the Plan area. The Preferred Growth Scenario states that population, housing, and employment growth can be accommodated within the City of Weed’s City Limits, which will limit any potential impact to archaeological resources. The Scenario does list some yet-to-be developed

growth areas, which includes the following: Angel Valley, Creekside Village, Historic Downtown, North and South Weed Boulevard Connector, Bel Air, and South Weed. Although there are no known archeological sites of significance within the growth areas, construction activities associated with the build-out of these proposed developments could potentially cause significant impact to archaeological resources by damaging or disturbing yet-to-be undiscovered archaeological resources. Such impacts would be unexpected. The Plan proposes the following policies to reduce any impact from development build-out:

**POLICY LU 1.3.1**

Maintain adequate park acreage and access to parks for neighborhoods by establishing a local standard of park space per thousand residents in accordance with the Open Space Element.

**POLICY LU 1.3.2**

Preserve open space to retain the natural scenic beauty and ecology within Weed.

PROGRAM CD 2.1.1.4

Seek funding to preserve historic buildings and significant cultural and archaeological resources in Weed.

**POLICY CD 2.1.2**

Provide educational opportunities at sites of cultural, historic, or archaeological significance.

Applicable Regulations:

California Public Resources Code Section 21083.2

Significance Before Mitigation: Potentially significant.

---

**CULT-3** The proposed Plan would result in **potentially significant** impacts that would directly or indirectly destroy a unique paleontological resource site, or unique geologic feature.

---

There are no known paleontological or geologic resources within the City of Weed. Construction activities associated with build-out of the proposed Plan could cause potentially significant impact to paleontological resources in the plan area by potentially damaging or disturbing as yet undiscovered sites. Such impacts are unexpected and would be mitigated. The plan proposes the following policies to reduce the likelihood of impacts:

**POLICY LU 1.3.1**

Maintain adequate park acreage and access to parks for neighborhoods by establishing a local standard of park space per thousand residents in accordance with the Open Space Element.

**POLICY LU 1.3.2**

Preserve open space to retain the natural scenic beauty and ecology within Weed.

**POLICY LU 2.3.1**

Adopt regulations to limit sprawl.

PROGRAM LU 2.3.1.1

Develop an urban growth boundary that limits sprawl without restricting development or causing an increase in property value.

PROGRAM LU 2.3.1.2

Establish an appeal procedure for uses that may require development outside the urban growth boundary.

Applicable Regulations: None

Significance Before Mitigation: Potentially Significant

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**CULT-4** The proposed Plan would result in **potentially significant** impacts to human remains, including those interred outside of formal burial cemeteries.

---

Historically, Native Americans inhabited the region, and historically significant sites within the region have been discovered. There exists the potential of significant impacts if there were unknown sites of human remains discovered during the build-out of the Plan's development areas. There are no known such sites in the Plan's key growth areas. If any were to be discovered, impacts would both be significant and unavoidable.

**Applicable Regulations:**

SB 18

California Health and Safety Code Section 7052 and 7050.5

California Public Resources Code Section 5097 and 15064.

Significance Before Mitigation: Potentially Significant

---

**CULT-5** The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in a **potentially significant** cumulative impact with respect to cultural resources

---

The proposed Plan is not expected to have any significant impacts to historical, archaeological, or paleontological resources, nor is it expected to have any impact on human remains. However, if any were to be found on a project site in the proposed Plan, it would be both significant and unavoidable.

**Applicable Regulations:**

California Register of Historic Places

National Historical Register:

Significance Before Mitigation: Potentially Significant

#### 4.5.4. Summary of Potential Impacts and Mitigation Measures

The following mitigation measures are intended to mitigate potentially significant impacts regarding cultural resources. Impacts may be both significant and unavoidable.

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**CULT-2** The proposed Plan would result in **potentially significant** adverse change to an archaeological resource as defined in Section 1506.5 before mitigation.

---

##### Mitigation CULT-2a

The City of Weed shall implement the following policy:

In the event that archeological or paleontological resource is unearthed or otherwise discovered during a during construction related activities associate with the proposed Plan, all work must be suspended until a qualified archeologist is consulted.

Significance After Mitigation: Significant and unavoidable

---

**CULT-3** The proposed Plan would result in **potentially significant** impacts that would directly or indirectly destroy a unique paleontological resource site, or unique geologic feature.

---

##### Mitigation CULT - 3a

Implement Mitigation CULT - 2a

Significance After Mitigation: Significant and unavoidable

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**CULT-4** The proposed Plan would result in **potentially significant** impacts to human remains, including those interred outside of formal burial cemeteries.

---

##### Mitigation CULT 4a:

The City of Weed will implement the following policy in accordance to California Public Resources Code Chapter 1.75 Section 5097.9 - 5097.991 and Section 7050 of the Health and Safety Code.

In the event human remains are discovered during the build-out of the Plan's proposed developments, construction must be stopped, and a qualified coroner must be contacted to

determine if the remains are of Native American origin. If the coroner makes this determination, the coroner will contact the Native American Heritage Commission within 24 hours.

Significance After Mitigation: Significant and unavoidable

#### **4.5.5. References**

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## 4.6. GEOLOGY & SOILS

Would the Proposed Plan:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Result in substantial soil erosion or loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

6. Promote land use changes that will be located on unstable soils or geologic units that will result in land sliding, lateral spreading, subsidence, liquefaction, or collapse?

7. Create substantial risks to life or property by promoting land use changes that will be located on expansive soil, as defined in Table 18-1-b of the Uniform Building Code (1994)?

8. Promote land use changes and development on soils that are not capable of supporting sewer infrastructure?

### 4.6.1. Environmental Setting

#### 4.6.1.1. REGULATORY FRAMEWORK

##### State Regulations

###### ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING ACT

The Alquist-Priolo Earthquake Fault Zoning Act (California Public Resources Code §2621 et seq.) passed into law in 1972 as the result of the devastation from the 1971 San Fernando earthquake. The law is designed to prevent construction of buildings for human occupancy on the surface of active faults. The law requires state geologists to establish regulatory zones (Earthquake Fault Zones) around the surface trace of active faults, with maps distributed to all affected cities, counties, and state agencies for the use of planning new and renewed construction. Before a project can be permitted, cities must require a geologic investigation to

demonstrate the proposed construction is not built across an active fault. If active faults are found, a structure cannot be built over the trace of the fault and must be set back from the fault between 50 feet and ¼ mile in most cases.

#### CALIFORNIA BUILDING STANDARDS CODE

The California Building Standards Code serves as the basis for design and construction of all new buildings in California. It requires that all new buildings be constructed in accordance with minimum standards. The Code includes measures of seismic survivability and safety requirements.

#### SEISMIC HAZARDS MAPPING ACT

The Seismic Hazards Mapping Act (SHMA) directs the Department of Conservation and Geological Survey to identify areas prone to liquefaction, earthquake-induced landslides, and amplified ground shaking. Data collected from these agencies are analyzed and integrated to produce Zones of Required Investigation (ZORI). SHMA requires cities to use the Seismic Zone Maps in their land use planning and building process.

## Local Regulations

#### SISKIYOU COUNTY GENERAL PLAN

Policy 1. No development will be allowed in identified and potential landslide area unless certified by a licensed California Geologist, as reasonably safe for the development proposed.

Policy 7. Specific mitigation measures will be provided that lessen soil erosion, including contour grading, channelization, revegetation of disturbed slope and soils, and project timing (where feasible) to lessen the effect of seasonal factors (rainfall and wind).

#### CITY OF WEED MUNICIPAL CODE CHAPTER 16.04 - CONSTRUCTION CODES

The City of Weed has adopted the Uniform Building Code, 1994 Edition and Title 24, "California Building Standards Code." Footings for structures which meet the requirements of §1805 of the Uniform Building Code shall be sized using allowable soil pressure of one thousand five hundred pounds per square foot (PSF) for total loads unless otherwise dictated in writing by a registered civil Engineer. The city of Weed is located in Seismic Zone 3.

#### 4.6.1.2. EXISTING CONDITIONS

The city of Weed is located nine miles east of the base of Mount Shasta. Mount Shasta is a dormant volcano that erupts on average every 800 to 600 years. Preliminary research indicates that Mount Shasta erupted in the past 200 to 300 years (USGS, 2012). Earthquake activity has been low for the past few decades, and ground deformation is negligible (USGS, 2012).

## Soils

The city of Weed is home to a relatively homogenous soil composition. These soil types are mostly well-drained or somewhat excessively-drained and are not susceptible to runoff. Soils are located primarily on slopes between 2% and 15% with areas that reach 50% slope. These soils can primarily be used for timber production, recreational uses, and development.

*Table 4.6-1 Soils in the City of Weed*

Soil	Drainage	Runoff Potential	Uses
Deetz gravelly loamy sand (0-5% slope)	Somewhat excessively drained	Slow to very slow	Wood production, recreation
Deetz gravelly loamy sand (5-15% slope)	Somewhat excessively drained	Slow to very slow	Timber production, recreation
Deetz stony loamy sand (2-15% slope)	Excessively drained	Slow	Timber production, recreation
Deetz stony loamy sand (15-30% slope)	Excessively drained	Slow	Timber production, recreation
Neer-Ponto stony sandy loams complex (15-50% slope)	Well Drained	Slow to very rapid	Timber production, urban development
Neer-Ponto complex (15-50% slope)	Well drained	Slow to very rapid	Timber production, urban development
Odas sandy loam	Poorly drained	Very slow	Grazing, recreation, wildlife habitat
Ponto sandy loam (5-15% slope)	Well drained	Slow to rapid	Timber production, some recreation, urban development, wildlife habitat
Ponto-Neer complex (2-15% slope)	Well drained	Slow to rapid	Timber production, some recreation, urban development, wildlife habitat

#### SURFACE FAULT RUPTURE

Seismically induced ground rupture is defined as the physical displacement of surface deposits in response to movement on the fault plane. The magnitude, sense, and nature of fault rupture can vary for different faults or even along different strands of the same fault. Ground rupture is considered more likely along active faults. Because there are no known active faults underlying, or adjacent to the City of Weed, the likelihood of surface fault rupture is very low.

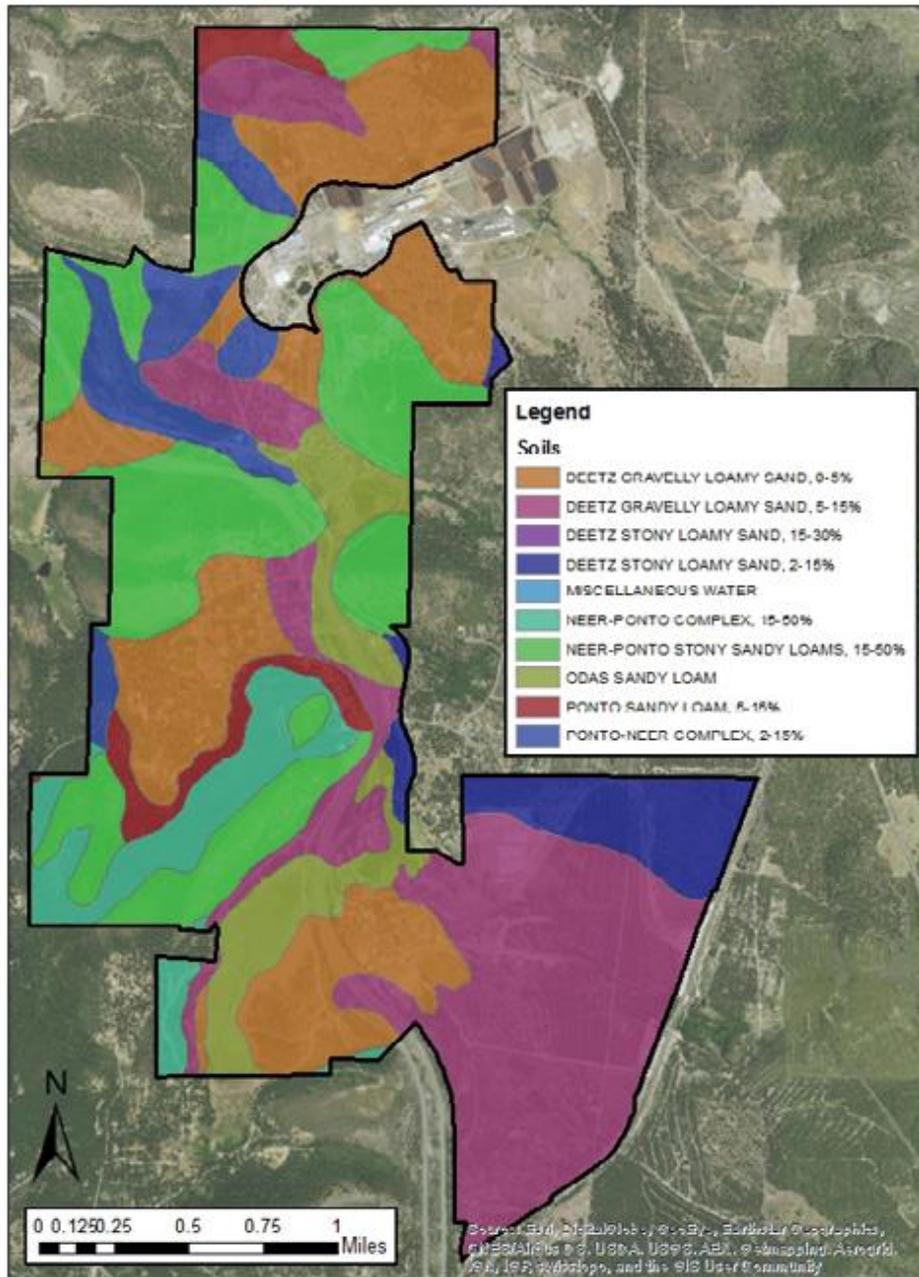
#### GROUND SHAKING

Ground shaking in the proposed Plan area could occur due to earthquakes on the regions active faults. However, ground motions attenuate with distance from the causative fault. There are no known active faults in or near the City of Weed. Generally, Siskiyou County is an area of low seismic activity. There is no record of any death or injury resulting from earthquakes within the region and damage to buildings has been very minor (Siskiyou County General Plan, Seismic Safety and Safety Element, 1976). Ground shaking in the City of Weed can be expected to have low to moderate intensities.

#### LIQUEFACTION

Liquefaction is a phenomenon where unconsolidated and/or near saturated soils lose cohesion and convert to a fluid state as a result of severe vibratory motion. The relatively rapid loss of soil shear strength during strong earthquake shaking results in the temporary fluid-like behavior of the soil. Soil liquefaction causes ground failure that can damage roads, pipelines, underground cables, and buildings with shallow foundations. Liquefaction can occur in areas characterized by water-saturated, cohesionless, granular materials at depths less than 50 feet. Due to the relatively low potential for strong ground motions and a general lack of significant deposits of saturated loose soils, such as alluvium, the potential for liquefaction is low.

Map 4.6-1 Weed Soils Map



## Soils Map

Conservation Element

Source: U.S. Department of Agriculture

## 4.6.2. Standards of Significance

Appendix G of the CEQA Guidelines (2014) provides standards of significance that relate to geology and soils. Seismic standards of significance seek to limit development in areas that have high threats of damage during seismic events. Soil standards of significance seek to prevent erosion, structural damage from unsuitable soils, and prevent pollution from septic tanks.

### 4.6.2.1. CEQA THRESHOLDS

The proposed Plan build-out would have significant impacts if it would expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; (Refer to Division of Mines and Geology Special Publication 42)
2. Strong seismic ground shaking;
3. Seismic-related ground failure, including liquefaction; or
4. Landslides.
5. Result in substantial soil erosion or the loss of topsoil;
6. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Plan, and potentially result in on- or off-site land-sliding, lateral spreading, subsidence, liquefaction, or collapse;
7. Be located on expansive soil, as defined in Table 18-1-b of the Uniform Building Code (1994), creating substantial risks to life or property; or
8. Have soils incapable of adequately supporting the use of septic tanks.

### 4.6.2.2. METHODOLOGY

Determination of potential impacts for the proposed Plan on geologic and soil-based potential risks is based on the review of the Plan as well as pertinent surveys and reports. This includes data from the U.S. Geological Service, the California department of Conservation, and California Geological Survey.

### 4.6.3. Impact Discussion

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**GEO-1** The proposed Plan **will not** expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, therefore there is no impact.

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Although there are many known faults throughout Siskiyou County, there are no faults running through the City of Weed. Additionally, no Alquist-Priolo Earthquake Fault Zones are located in or near the city. The Plan addresses seismic considerations in its goals, policies, and programs in the Safety Element.

**POLICY SF 2.1.1**

Collaborate with Siskiyou County in the development of a Disaster and Emergency Preparedness Plan to prepare for natural and human caused emergencies, disasters, and accidents including the threats of fire, flood, storms, earthquakes, landslides, and volcanic activity.

**POLICY SF 3.1.1**

Continue to enforce the California Building Code (CBC) for all new construction and renovation and when occupancy or use changes occur.

**POLICY SF 3.4.1**

Require structural integrity of existing buildings to reasonably protect occupants from earthquakes.

**PROGRAM SF 3.4.1.1**

Monitor and review existing critical, high priority buildings and retrofit if necessary to ensure structural compliance with seismic safety standards.

**Applicable Regulations:**

Seismic Hazards Mapping Act

Alquist-Priolo Earthquake Fault Zoning Act

**Significance Before Mitigation:** No Impact

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**GEO-2** The proposed Plan may expose people or structures to **less-than-significant** adverse effects, including the risk of loss, injury, or death involving strong seismic shaking.

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According to the Uniform Building Code, the City of Weed is located in Seismic Zone 3. Based on studies by the USGS (2012), earthquake activity in the area has been low for the past few decades. Despite several faults in Siskiyou County and the proximity to Mount Shasta, ground shaking, when it occurs, tends to be of low intensity. Projections by the USGS (2014) place a 2% chance of the City of Weed experiencing peak ground shaking exceeding a .3

fraction of standard gravity in the next 50 years. Therefore, the proposed buildout of the Plan would place few to no properties in danger of collapse or lives at risk due to ground shaking. The Plan addresses seismic considerations in its goals, policies, and programs in the Safety Element.

**POLICY SF 2.1.1**

Collaborate with Siskiyou County in the development of a Disaster and Emergency Preparedness Plan to prepare for natural and human caused emergencies, disasters, and accidents including the threats of fire, flood, storms, earthquakes, landslides, and volcanic activity.

**POLICY SF 3.1.1**

Continue to enforce the California Building Code (CBC) for all new construction and renovation and when occupancy or use changes occur

**POLICY SF 3.4.1**

Require structural integrity of existing buildings to reasonably protect occupants from earthquakes.

**PROGRAM SF 3.4.1.1**

Monitor and review existing critical, high priority buildings and retrofit if necessary to ensure structural compliance with seismic safety standards.

**Applicable Regulations:**

Seismic Hazards Mapping Act  
Alquist-Priolo Earthquake Fault Zoning Act  
California Building Standards Code

**Significance Before Mitigation:** Less than significant

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**GEO-3** The proposed Plan may expose people or structures to **less-than-significant** adverse effects including the risk or loss, injury, or death involving seismic-related ground failure including liquefaction.

---

Liquefaction is a form of ground failure caused by shaking of water-saturated soils, most commonly associated with clay-dominated soils. The City of Weed is primarily composed of sandy or loamy soils that are excessively or somewhat excessively drained, as denoted above. Weed is located in Seismic Zone 3 as described by the Uniform Building Code and has a low propensity for severe ground shaking. The lack of fault lines through the City of Weed also eliminates the potential ground failure in the form of surface fault ruptures. Therefore, the probability of loss of life or property due to ground failure is low. The Plan addresses seismic considerations in its goals, policies, and programs in the Safety Element.

**POLICY SF 3.1.1**

Continue to enforce the California Building Code (CBC) for all new construction and renovation and when occupancy or use changes occur.

**POLICY SF 3.4.1**

Require structural integrity of existing buildings to reasonably protect occupants from earthquakes.

PROGRAM SF 3.4.1.1

Monitor and review existing critical, high priority buildings and retrofit if necessary to ensure structural compliance with seismic safety standards.

**POLICY SF 3.4.2**

Designate properties in areas with severe sliding and soil conditions for low intensity uses such as open space, low-density residential, or agriculture.

PROGRAM SF 3.4.2.1

Require a geotechnical report for development where landslides, steep slopes, and soil conditions are a potential hazard.

**Applicable Regulations:**

Seismic Hazards Mapping Act

Alquist-Priolo Earthquake Fault Zoning Act

California Building Standards Code

**Significance Before Mitigation:** Less than significant

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**GEO-4** The proposed Plan may expose people or structures to **less-than-significant** adverse effects including the risk or loss, injury, or death involving landslides.

---

A 2011 study by the California Geological Survey (Willis et. al.) indicates areas of landslide susceptibility categorized by eight distinct levels of susceptibility. The major factors contributing to landslide susceptibility are slope and rock strength. The majority of Weed lies in areas of relatively low slope (between 2% and 15%). This map places Weed in an area characterized by Landslide Susceptibility Classes 0 and III, the lowest levels of susceptibility. The map does not account for landslide triggering events such as earthquakes and rainstorms. However, due to the relatively low probability of strong ground shaking and presence of well drained soils, the risk of landslides remains low. Therefore, buildout of the proposed Plan will not create less-than-significant risk to landslides. The Plan addresses landslides in its goals, policies, and programs in the Safety Element.

**POLICY SF 2.1.1**

Collaborate with Siskiyou County in the development of a Disaster and Emergency Preparedness Plan to prepare for natural and human caused emergencies, disasters, and accidents including the threats of fire, flood, storms, earthquakes, landslides, and volcanic activity.

**POLICY SF 3.4.2**

Designate properties in areas with severe sliding and soil conditions for low intensity uses such as open space, low-density residential, or agriculture.

**PROGRAM SF 3.4.2.1**

Require a geotechnical report for development where landslides, steep slopes, and soil conditions are a potential hazard.

**Applicable Regulations:**

California Building Standards Code

**Significance Before Mitigation:** Less than significant

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**GEO-6** The proposed Plan will **less-than-significantly** promote land use change that will be located on unstable soils or geologic units that will result in land sliding, lateral spreading, subsidence, liquefaction, or collapse.

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The city of Weed is dominated by sandy and sandy-loam soils that are generally adequately stable for the use of development. Compliance with the California Building Standards Code will mitigate any potential risks in the development of the proposed Plan.

Liquefaction, lateral spreading and collapse are all risks associated with seismic activity combined with the presence of certain types of soil, particularly clay dominated soils. Although Weed is located in Seismic Zone 3 as described by the Uniform Building Code, the low probability of powerful seismic shaking, combined with the city's sandy soils, produces conditions that are insusceptible to liquefaction, lateral spreading and collapse.

Land sliding occurs in areas of steep sloping and weak soil strength, and can be exacerbated by seismic activity. Weed has few steep sloping areas and is not susceptible to powerful seismic activity; therefore the probability of land sliding is negligible.

Subsidence occurs where water is pumped from water-saturated soils causing soils to shrink. This typically occurs in areas of clay-dominated soils where communities rely on extracting water from aquifers for their water supply. The combination of well-drained soils and procurement of water from springs makes the city of Weed insusceptible to subsidence.

The Plan addresses landslides in its goals, policies, and programs in the Safety Element.

**POLICY SF 3.1.1**

Continue to enforce the California Building Code (CBC) for all new construction and renovation and when occupancy or use changes occur.

**POLICY SF 3.4.1**

Require structural integrity of existing buildings to reasonably protect occupants from earthquakes.

**PROGRAM SF 3.4.1.1**

Monitor and review existing critical, high priority buildings and retrofit if necessary to ensure structural compliance with seismic safety standards.

**POLICY SF 3.4.2**

Designate properties in areas with severe sliding and soil conditions for low intensity uses such as open space, low-density residential, or agriculture.

**PROGRAM SF 3.4.2.1**

Require a geotechnical report for development where landslides, steep slopes, and soil conditions are a potential hazard.

**Applicable Regulations:**

Seismic Hazards Mapping Act  
Alquist-Priolo Earthquake Fault Zoning Act  
California Building Standards Code

**Significance Before Mitigation:** Less than significant

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**GEO-7** The proposed Plan may create **less-than-significant** risks to life or property by promoting land-use changes that will be located on expansive soil, as defined in Table 18-1-b of the Uniform Building Code (1994).

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Expansive soils are defined as soils with an expansion index greater than twenty, as determined by the Expansive Index Test Standard Number 29.2, Chapter 70, of the Uniform Building Code. Soils susceptible to expansion are high in clay content as they are able to absorb and retain water leading to volume disparities between wet and dry states. The City of Weed contains sandy soils with little or no clay content (Olive et al., 1989) which will not expand when inundated with water. Therefore, buildout of the proposed Plan create less-than-significant risk of loss of life or building damage due to expanding soils. The Plan addresses mitigation for expansive soils in its goals, policies and programs in the Safety element.

**POLICY SF 3.1.1**

Continue to enforce the California Building Code (CBC) for all new construction and renovation and when occupancy or use changes occur

**Applicable Regulations:**

California Building Standards Code

**Significance Before Mitigation:** Less than significant

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**GEO-8** The proposed Plan **will not** promote land-use changes or development on soils that are unable to adequately support the use of septic tanks.

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The City of Weed relies on the collection and treatment of wastewater through a city-wide sewer system (Weed, 2012). The city does not rely heavily on the use of septic tanks. In the event that septic tanks are needed to collect waste-water, the nature of the soil in Weed would adequately support septic tank infrastructure. Soils used for septic tank systems should be highly permeable to facilitate the absorption of effluent from septic tanks (Bender, 1964). Soils in Weed are dominated by sand and are well drained. Should the City decide to utilize septic tank systems in development proposed by the Plan, the soils would adequately support the systems. The Plan addresses sewage disposal in its goals, policies, and programs in its Public Facilities element.

**POLICY PF 1.3.1**

The City shall undertake an assessment of all sewer treatment system facilities and distribution network maintained by the City.

PROGRAM PF 1.3.1.1

Implement a program to assess the level of service for the sewer treatment system.

PROGRAM PF 1.3.1.2

Produce an annual report to City Council on sewer treatment capacity and use.

PROGRAM PF 1.3.1.3

Implement a Capital Improvements Plan for the phasing of updates to the sewer treatment system when feasible.

**Applicable Regulations:**

California Building Standards Code

**Significance Before Mitigation:** No Impact

#### **4.6.4. Summary of Potential Impacts and Mitigation Measures**

The proposed Plan would result in less-than-significant impacts to geology and soils, with no mitigation measures needed.

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## 4.7. GREENHOUSE GAS EMISSIONS

Would the Proposed Plan:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
1. Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 4.7.1. Environmental Setting

This section summarizes existing conditions in the City of Weed, CA relating to greenhouse gas emissions and evaluates all potential greenhouse gas (GHG) emissions associated with the City of Weed 2040 General Plan. This section analyzes all potential GHG emissions associated with the goals, policies and objectives included in the General Plan. This analysis considers GHG emissions under existing conditions as well as projected buildout conditions of the 2040 General Plan.

#### 4.7.1.1. REGULATORY FRAMEWORK

##### ENVIRONMENTAL PROTECTION AGENCY

In 2009, the Environmental Protection agency established the Mandatory Reporting of GHG rule which required all large stationary emitters (25,000 MTCO<sub>2</sub>e/yr. or above) to report annual emissions data. The EPA requires reporting on six key greenhouse gases – CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, and HFC's PFC's and SF<sub>6</sub>.

##### CORPORATE AVERAGE FUEL ECONOMY STANDARDS

The Corporate Average Fuel Economy (CAFÉ) standard was enacted in 1975, in an effort to improve vehicle fuel efficiency in the U.S. The law regulated emissions for passenger vehicles, light trucks, vans, and SUV's. The CAFÉ standards were most recently updated in 2011 to increase requirements to an average fuel economy standard of 35.5 miles per US gallon by 2016 (39 mpg for cars and 30 mpg for trucks).

## State Regulations

### SENATE BILL 375 SUSTAINABLE COMMUNITIES AND CLIMATE PROTECTION ACT OF 2008

SB 375 is intended to expand efforts included in AB 32 by reducing transportation related greenhouse gas emissions and inefficient land use patterns. The legislation encourages jurisdictions to plan growth consistent with a “Sustainable Communities Strategy” which allows exemption from certain environmental review processes in CEQA. The “Sustainable Communities Strategy” is developed and adopted by metropolitan planning organizations (MPO) or a similar agency and serve to guide transportation, housing and land use policy to reduce greenhouse gas emissions associated with these activities while allowing for efficient and financial feasible alternatives.

### SENATE BILL 32 GLOBAL WARMING SOLUTION ACT OF 2006

SB 32 was originally established as the California Global Warming Solutions Act of 2006. The bill established the California Air Resource Board as the agency responsible for monitoring and regulating greenhouse gas emissions statewide as well as establishing GHG reduction targets. Original targets were set as statewide GHG reductions to 2000 levels by 2010, to 1990 levels by 2020, and to 80% below 1990 levels by 2050. In 2016, the California Global Warming Solutions Act of 2006 was updated through the California state senate to increase reduction targets to 40 percent below 1990 emissions levels by 2030.

### ASSEMBLY BILL 1493 (2002)

AB 1493, known commonly as the Pavely emissions standards, requires higher fuel efficiency standards for new passenger vehicles made between 2009 and 2016. The measure is expected to reduce 20% of GHGs from new passenger vehicles sold in California. In 2012, CARB who is responsible for regulatory oversight of the bill, established new fuel efficiency standards for passenger vehicles sold in California between 2017 and 2025. Under the Advanced Clean Car Program implementation mechanism, the bill will achieve 34% fewer GHG emissions and 75 percent fewer smog-forming emissions from passenger vehicles in California.

### RENEWABLE PORTFOLIO STANDARD (SENATE BILLS 1078, 107 AND 32)

The three pieces of legislation pertaining to California's renewable portfolio standard for electricity production in California first established as 20% of California's electricity production coming from renewable sources (wind, small hydropower, solar, geothermal, biomass, and biogas) by 2020. In 2015, SB 350 was passed, requiring retail sellers and California investor owned utilities to procure 50 percent of their electricity sold from eligible renewable resources by 2030.

## SENATE BILL 32

In 2016, the California State Assembly updated the California Global Warming Solutions Act of 2006 by passing SB 32, establishing more aggressive greenhouse gas reduction targets for California. SB 32 increases the state's greenhouse gas reduction targets, requiring California to reduce GHG emissions 40% below 1990 levels by 2030. As part of the legislation, the California Air Resources Board is tasked with developing a 2017 Scoping Plan Update which provides a roadmap for achieving the targets set in SB 32. The Scoping Plan Update provides guidance for setting plan-level greenhouse gas targets that would remain consistent with the 2017 Scoping Plan update. CARB recommends that local plans set community-wide emissions reduction targets to reduce emissions to no more than six metric tons CO<sub>2</sub>e per capita by 2030 and no more than two metric tons CO<sub>2</sub>e by 2050.

### 4.7.1.2. EXISTING CONDITIONS

#### **National Condition**

Climate change is defined by the Intergovernmental Panel on Climate Change (IPCC) as “a change of climate which is attributed directly or indirectly to human activity that alters the composition of the global atmosphere and which is in addition to natural climate variability observed over comparable time periods.” Through a variety of human activities, the increased emission of greenhouse gases (GHG) into the atmosphere ultimately contributes to a larger percentage of the energy received from the sun remaining within the atmosphere. This increased presence of solar radiation within the atmosphere warms the earth's surface, causing a wide variety of changes to the earth's climate. Through direct measurements and remote sensing from satellites, scientists have observed a warming atmosphere, with the last three decades being successively warmer than any previous decade since records began in the 1850's, with 2016 being the warmest on record.

The increased levels of GHGs within the atmosphere over the last century have largely been attributed to a variety of human activities which emit GHGs such as carbon dioxide, nitrous oxide, and methane. The most common human activity contributing emissions is fuel combustion from transportation, heating, and energy generation. The IPCC has established a series of greenhouse gas which have been established as playing a key role in climate change. These gases and a brief description of their sources are listed below.

- **Carbon dioxide (CO<sub>2</sub>):** Carbon dioxide enters the atmosphere through burning fossil fuels (coal, natural gas, and oil), solid waste, trees and wood products, and also as a result of certain chemical reactions (e.g., manufacture of cement). Carbon dioxide is removed from the atmosphere (or "sequestered") when it is absorbed by plants as part of the biological carbon cycle.

- **Methane (CH<sub>4</sub>):** Methane is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and by the decay of organic waste in municipal solid waste landfills.
- **Nitrous oxide (N<sub>2</sub>O):** Nitrous oxide is emitted during agricultural and industrial activities, as well as during combustion of fossil fuels and solid waste.
- **Fluorinated gases:** Hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride are synthetic, powerful greenhouse gases that are emitted from a variety of industrial processes. Fluorinated gases are sometimes used as substitutes for stratospheric ozone-depleting substances (e.g., chlorofluorocarbons, hydrochlorofluorocarbons, and halons). These gases are typically emitted in smaller quantities, but because they are potent greenhouse gases, they are sometimes referred to as High Global Warming Potential gases ("High GWP gases").

GHGs are expressed using carbon dioxide equivalents (CO<sub>2</sub>e), converting all pollutants that contribute to global warming into a single measurement. CO<sub>2</sub>e is calculated by multiplying GHGs, methane, nitrous oxide, and fluorinated gases, by their potential role in global warming termed, Global Warming Potential (GWP). The State of California Air Resources Board and the CSU use the conversion factors from the Fourth Assessment Report released by the IPCC. Based on these conversions all GHG emissions can be compared regardless of source.

*Table 4.7-1 Global Warming Potentials - Fourth IPCC Assessment Report (AR4)*

Gas Name	Formula	Global Warming Potential (AR4)
Carbon Dioxide	CO <sub>2</sub>	1
Methane	CH <sub>4</sub>	25
Nitrous Oxide	N <sub>2</sub> O	298
Fluorinated Gases	N/A	124 to 22,800

## Local Conditions

### CITY OF WEED GREENHOUSE GAS INVENTORY (2014)

Greenhouse gas emissions regulated under the California Air Resources Board and other California Agencies are most commonly categorized in several intersecting categories. Variations in predominance of certain GHG emissions within a jurisdiction is dependent on several key variables including land use patterns, transportation choices, heating and cooling loads of the building stock, electricity consumption, agricultural practices and many other city characteristics such as climate and demographics. GHG emissions inventories for cities are

most commonly broken into two categories: (1) Government/Municipal emissions from local government operations and (2) Community - Wide Emissions, accounting for emissions from all residents within the jurisdiction. The following table provides a summary of the City of Weed's baseline emission inventory for the year 2014.

*Table 4.7-2 City of Weed Community-Wide Greenhouse Gas Emissions Inventory, 2014*

Emissions Sector	Metrics Tons CO <sub>2</sub> e
Buildings	27,970
Transportation	27,967
Solid Waste	646
Waste Water Use	986
Water Use	Data Unavailable
Total	57,568

*Table 4.7-3 City of Weed Government Operations Greenhouse Gas Emissions Inventory, 2014*

Emissions Sector	Metrics Tons CO <sub>2</sub> e
Buildings	1,796
Transportation	Data Unavailable
Total	1,796
Annual Emissions per Capita	

*Table 4.7-4 City of Weed Greenhouse Gas Emissions Inventory, 2014*

Emissions Sector	Metrics Tons CO <sub>2</sub> e
Community and Government Total	59,364
Service Population (Residents + Employees)	4,405
Annual Emissions per Capita	13.5

## 4.7.2. Standards of Significance

This section discusses the standard of significance in determining whether build-out of the City of Weed 2040 General Plan will have a significant impact on the environment as it relates to greenhouse gas emissions.

### 4.7.2.1. CEQA THRESHOLDS

Appendix G of the CEQA Guidelines (2014) provides thresholds of significance for greenhouse gas emissions impacts created by projects or programs. The thresholds of significance for air quality ask if the project will:

1. Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?
2. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?

### 4.7.2.2. METHODOLOGY

For the analysis of potential greenhouse gas related impacts associated with implementation of the General Plan, Guidance documents for assessing greenhouse gas impacts of proposed projects included the Bay Area Air Quality Management District (BAAQMD) CEQA Air Quality Guidelines, the AEP CEQA Handbook 2016 and the 2017 Climate Change Scoping Plan Update. In determining levels of significance for impacts associated with the General Plan, a series of tasks must be completed to evaluate the potential greenhouse gas emission related impacts of the City of Weed 2040 General Plan. These tasks include 1) developing a baseline greenhouse gas inventory for community-wide and government operations under the City's jurisdiction, 2) developing emissions projections through the General Plan buildout year (2040) with Business-As-Usual and Adjusted Business-As-Usual scenarios to analyze future emissions impacts and 3) analyze the goals, policies, objectives and programs in the General Plan for their potential impact on greenhouse gas emissions associated with community-wide and government operation activities within the Cities jurisdiction.

The BAAQMD CEQA Air Quality Guidelines, which have been used in the analysis of the proposed Plan, establishes emissions based thresholds of significance for general plan related greenhouse gas impacts. Alongside the BAAQMD Guidelines, the passage of SB 32 adds Section 38566 to the Health and Safety Code and establishes new greenhouse gas emissions targets requiring statewide greenhouse gas emissions to be reduced to 40% below the 1990 level by 2030. As part of the implementation of SB 32, the California Air Resources Board (CARB) is tasked with updating the AB 32 Scoping Plan. The proposed 2017 Climate Change Scoping Plan Update was released on January 20, 2017 and serves as a proposed framework of

goals and policies to meet SB 32 greenhouse gas reduction targets by 2030 and provide economic and environmental benefits as well.

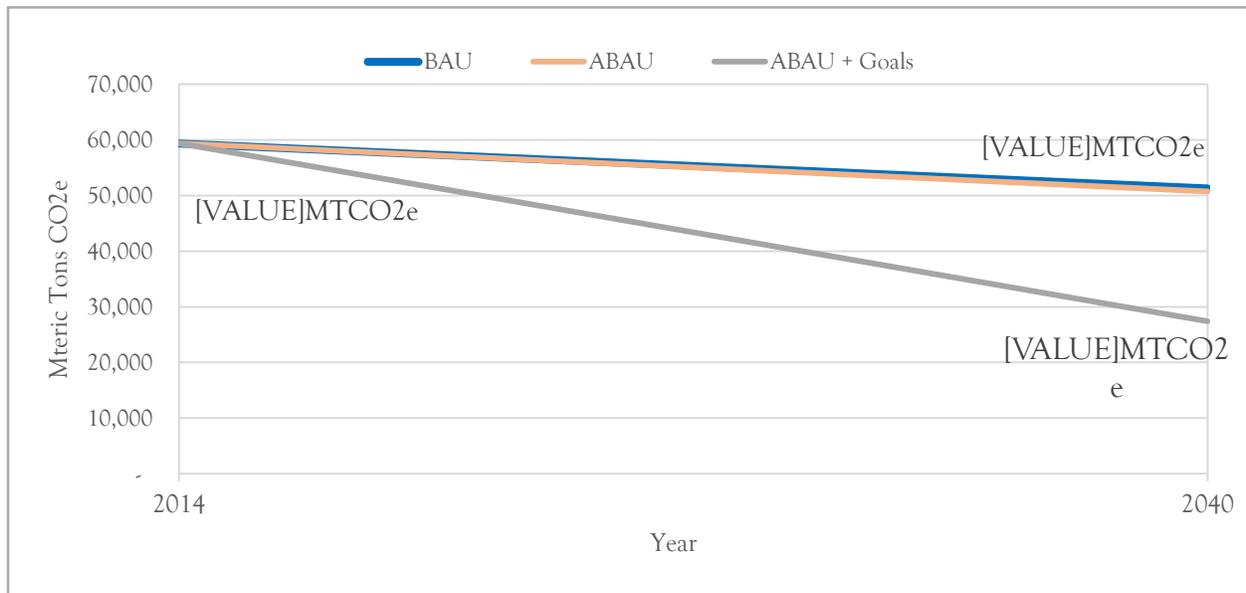
The 2017 Climate Change Scoping Plan Update provides Recommended Local Plan Level Greenhouse Gas Emissions Reduction Goals and establishes community-wide per capita emission goals to be considered in local planning processes. CARB recommends local government agencies plan to achieve emissions of no more than six metric tons CO<sub>2</sub>e per capita by 2030 and two metric tons CO<sub>2</sub>e by 2050. These per capita emission targets are consistent with legislation regarding statewide greenhouse gas emission limits including AB 32, SB 32, SB 391, 197 and Executive Order S - 3 - 05 and B - 30 - 15 and provide guidance for determining thresholds of significance for planning processes in California. The threshold of significance in the evaluation of potential greenhouse gas emissions impacts of the City of Weed 2040 General Plan was the CARB-recommended per capita emissions target of no more than six metric tons CO<sub>2</sub>e per capita by 2030.

The 2014 City of Weed, CA Community and Government Operations Greenhouse Gas Inventory was used to analyze the potential greenhouse gas emissions associated with the implementation of City of Weed 2040 General Plan and assessed for buildout of all relevant goals, policies and programs included in the plan. To evaluate the effect the Plans goals, policies and programs may have on overall community-wide and government operations greenhouse gas emissions, a Business-As-Usual (BAU) and Adjusted Business-As-Usual (ABAU) scenarios were first analyzed. The Business-As-Usual emissions scenario assumes no Plan goals, policies and programs are implemented, population and employment projections remain consistent with General Plan projections and no State policies regarding greenhouse gas emissions are implemented. The Adjusted Business-As-Usual Scenario takes into account federal and state policies related to greenhouse gas emissions reductions and limits for specific sectors. The following state policies and regulations were incorporated in the General Plan Update ABAU emissions scenarios.

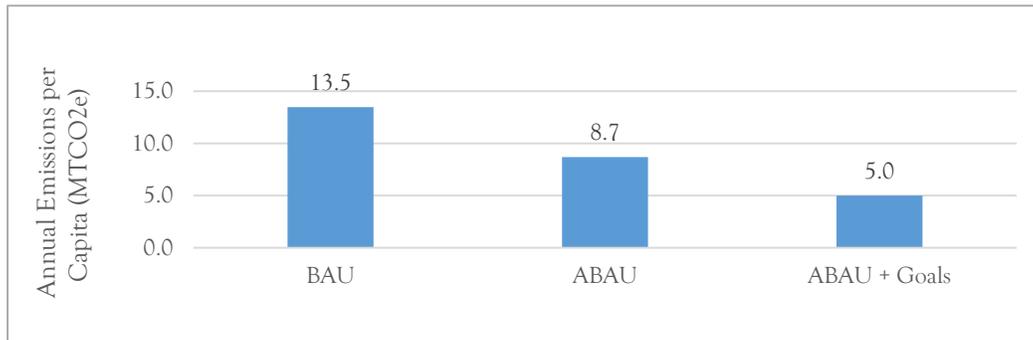
- SB 350
- AB 1493
- SB 1383
- Title 24 2020 Building Code Compliance

The final emissions scenario analyzed was the Adjusted Business-As-Usual Scenario with the inclusion of all goals, policies and programs implemented under the 2040 Plan. A full discussion of all relevant General Plan goals, policies and programs included in the emissions scenario analysis is included in Section 4.7.3 Impact Discussion.

*Figure 4.7-1 City of Weed GHG Emissions Scenarios, 2040*



The results of the emissions scenario analysis reveal that based on 2014 annual community and government operations emission, per capita annual greenhouse gas emissions for the City of Weed service population (residential population plus employee population) was 13.5 Metric Tons CO<sub>2</sub>e and would remain at approximately 13.5 Metric Tons under BAU conditions. The ABAU scenario results in a reduction of 4.8 Metric Tons CO<sub>2</sub>e per capita. Under the ABAU scenario which includes full implementation of the 2040 General Plan, per capita annual greenhouse gas emissions are reduced to 5 Metric Tons CO<sub>2</sub>e for the service population for the City of Weed. The greenhouse reduction impacts of the goals, policies and programs included in the 2040 General Plan largely occur in the Circulation, Air Quality and Conservation elements of the General Plan. A full discussion of the goals, policies and programs considered to have an impact on greenhouse gas emissions is included in Section 4.7.3 Impact Discussion.

*Figure 4.7-2 City of Weed GHG Emissions Per Capita Scenarios, 2040*

### 4.7.3. Impact Discussion

**GHG – 1** The proposed plan would generate GHG emissions, either directly or indirectly, that would have a **less-than significant** impact on the environment.

As a result of a series of comprehensive and progressive goals included in various elements of the City of Weed 2040 General Plan which focus on greenhouse gas reductions specifically, the proposed plan will not have a significant impact on the environment as it relates to greenhouse gas emissions. Goals, policies, and programs included in the Circulation, Air Quality and Conservation Elements of the 2040 General Plan Update specifically address issues related to greenhouse gas emissions and strategies to reduce greenhouse emissions associate with certain activities including energy procurement, transportation and waste. Consistent with the 2017 Climate Change Scoping Plan Update, the General Plan sets goals and polices towards achieving the GHG reductions in AB 32 and reducing per capita GHG emissions to no more than six metric tons CO<sub>2e</sub> per capita by 2030.

#### **POLICY CO 1.2.2**

Comply with California Green Building Code Standards for residential water fixtures.

##### **PROGRAM CI 1.2.2.1**

Require that low-flow water fixtures be installed during alterations or improvements to single-family residential buildings by January 2018.

##### **PROGRAM CI 1.2.2.2**

Require updates to plumbing fixtures during alterations or improvements to multifamily residential buildings by January 2019.

##### **PROGRAM CI 1.2.2.3**

Demonstrate leadership in water conservation through the installation of low-flow water conserving fixtures in public facilities.

#### **POLICY CO 7.1.1**

The City shall retrofit all municipal facilities to LEED Silver green building certification for existing buildings (LEED-EB).

**POLICY CO 7.1.2**

Promote residential and commercial energy efficiency rebate programs and subsidies for energy efficient appliances in homes and businesses.

**POLICY CO 7.1.1**

The City shall retrofit all municipal facilities to LEED Silver green building certification for existing buildings (LEED-EB).

**POLICY CO 7.1.2**

Promote residential and commercial energy efficiency rebate programs and subsidies for energy efficient appliances in homes and businesses.

**POLICY CO 7.1.3**

The City shall coordinate with educational institutions and local non-profit groups to provide public education on energy conservation.

**POLICY CO 7.1.2**

Promote residential and commercial energy efficiency rebate programs and subsidies for energy efficient appliances in homes and businesses.

PROGRAM CO 7.1.2.1

Coordinate the procedures of the Weed Volunteer Fire Department and The Weed Police Department. When an update is required, coordinate with Siskiyou County and the Disaster and Emergency Preparedness Plan

**POLICY CO 7.2.1**

The City shall identify areas with high potential for renewable energy generation.

PROGRAM CO 7.2.1.1

Coordinate Seek funding and rebate programs to encourage the use of renewable energy.

PROGRAM CO 7.2.1.2

Streamline the permitting process and minimize permitting fees for solar panels, wind farm, and other sources of renewable energy.

**POLICY CI 1.1**

Establish a well-designed complete street network to accommodate multiple modes of transportation.

**POLICY CI 1.1.1**

Implement Complete Streets policy that is consistent with the California Complete Streets Act (AB 1358).

PROGRAM CI 1.1.1.1

Prioritize complete streets improvements along Weed's collector roads.

**PROGRAM CI 1.1.1.2**

Prioritize Adopt a Bicycle and Pedestrian Master Plan that further identifies specific needs and priorities for alternative transportation in Weed.

**PROGRAM CI 1.1.1.3**

Prioritize Establish educational programs and events that encourage the use of active transportation.

**POLICY CI 1.2.1**

Establish a safe and complete pedestrian network.

**POLICY CI 1.2.1**

Establish a safe and complete bicycle transportation network.

**POLICY CI 1.4.1**

Adopt a Transportation Demand Management Plan.

**POLICY CI 1.4.1**

Adopt a Transportation Demand Management Plan.

**PROGRAM CI 1.1.1.1**

Implement carpooling and ridesharing programs.

**OBJECTIVE CI 4.2**

Reduce vehicle miles traveled in Weed to meet GHG reduction targets mandated by AB 32.

**POLICY CI 4.2.1**

New developers must include provisions for non-motorized modes of transportation.

**PROGRAM CI 1.1.1.1**

Implement traffic impact fees to improve transit, bicycle, and pedestrian facilities, and to undertake traffic calming policies.

**POLICY AQ 1.2.3**

The City shall promote and enhance active modes of transportation.

**PROGRAM CI 1.2.3.1**

Collaborate with the local bike coalition to educate the community on how to bike safely within the City.

**POLICY AQ 1.2.4**

The City shall streamline permit process for electric vehicle chargers.

**PROGRAM AQ 1.2.4.1**

Promote the use of zero-emission vehicles, such as electric-powered, hydrogen-powered or hybrid.

**POLICY AQ 1.2.5**

The City shall promote the use of low-emission vehicles, such as electric-powered, hydrogen-powered, or hybrid vehicles.

**PROGRAM AQ 1.2.5.1**

Streamline permitting process for electric and hydrogen vehicle chargers.

**POLICY PF 4.1.1**

The City shall promote the reduction, reuse, and recycling of solid waste.

**PROGRAM PF 4.1.1.1**

Establish composting programs for residential and commercial activities.

**PROGRAM PF 4.1.1.2**

Seek funding for recycling and composting programs through agencies such as CalRecycle.

**PROGRAM PF 4.1.1.23**

Develop a recycling community outreach and education program to increase awareness and diversion rates.

**POLICY PF 4.1.2**

The City shall encourage business and industries to reduce the uses of non-biodegradable and non-recyclable materials.

**PROGRAM PF 4.1.2.1**

Develop a recycling education program to increase awareness and diversion rates for business owners.

**POLICY PF 4.1.3**

The City shall require construction sites to provide for the reuse, recycling or salvage of construction materials, where feasible.

---

**GHG – 2** The proposed Plan **will not** conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs

---

The City of Weed 2040 General Plan Update comprehensively incorporates relevant legislation regarding greenhouse gas emission reductions in pertinent elements of the Plan and incorporates corresponding policies and programs to achieve legislative mandates, regulations, and goals specific to various sectors including transportation, land use, solid waste, renewable energy, energy efficiency and water use. Objectives and policies included in the Air Quality Element of the Plan specifically discuss California legislation regarding greenhouse gas emissions reduction targets including AB32 Global Warming Solutions Act of 2006, including meeting greenhouse gas emissions reduction targets established in the legislation. The Plan does not conflict with state legislation regarding greenhouse gas emissions reduction targets. Consistent with the 2017 Climate Change Scoping Plan Update, the General Plan sets goals and polices towards achieving the GHG reductions in AB 32 and reducing per capita GHG emissions to no more than six metric tons CO<sub>2e</sub> per capita by 2030.

**POLICY AQ 1.2.1**

The City shall meet California State greenhouse gas emission reduction goals as established by AB 32 and SB 375.

**POLICY AQ 1.2.2**

The City shall establish transportation demand management programs in collaboration with Siskiyou Regional Transportation Authority to reduce vehicle miles travelled.

**PROGRAM AQ 1.2.2.1**

Collaborate with STAGE to promote the use of public transportation.

**PROGRAM AQ 1.2.2.2**

Demonstrate Promote carpooling and ridesharing programs to reduce dependence on single-occupant vehicles.

#### **4.7.4. Summary of Potential Impacts and Mitigation Measures**

The results of the analysis on the potential greenhouse gas emissions impacts resulting from implementation of the City of Weed 2040 General Plan found that the Plan will have a less than significant impact on the environment and remains consistent with state legislation regarding greenhouse gas emission reduction targets. Objectives and policies included in the Air Quality Element of the Plan serve to specifically address potential greenhouse gas impacts and require consistency with greenhouse gas emission reduction targets included in AB 32. The Plan does not conflict with state legislation regarding greenhouse gas emissions reduction targets. Consistent with the 2017 Climate Change Scoping Plan Update, the General Plan sets goals and polices towards achieving the GHG reductions in AB 32 and reducing per capita GHG emissions to no more than six metric tons CO<sub>2</sub>e per capita by 2030. To reach the greenhouse gas emission reduction targets in the 2017 Scoping Plan the City of Weed will have to consistently track annual greenhouse gas emissions from community wide and government operations. Policies in the Air Quality Element of the Plan require tracking of consistency with greenhouse gas reduction targets included in AB 32. It is recommended that the City of Weed, CA devotes staff or consultant resources toward a biennial greenhouse gas emissions inventory as well as the development and adoption of a Climate Action Plan.

#### **4.7.5. References**

Association of Environmental Planners, 2016 California Environmental Quality Act (CEQA) Statute and Guidelines

Bay Area Air Quality Management District, California Environmental Quality Act Air Quality Guidelines (May 2012) - [http://www.baaqmd.gov/~media/files/planning-and-research/ceqa/baaqmd-ceqa-guidelines\\_final\\_may-2012.pdf?la=en](http://www.baaqmd.gov/~media/files/planning-and-research/ceqa/baaqmd-ceqa-guidelines_final_may-2012.pdf?la=en)

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City of Weed, CA. (2015). Draft City of Weed 2040 General Plan. Weed, CA.

City of Weed Municipal Code. (2016, November 16). Retrieved November 5, 2016, from [https://www.municode.com/library/ca/weed/codes/code\\_of\\_ordinances](https://www.municode.com/library/ca/weed/codes/code_of_ordinances)

California Air Resources Board, Northeast Plateau Air Basin Report (2013) Retrieved from California Air Resources Board Website (November 10<sup>th</sup>, 2016)

California Air Resources Board. 2017 Climate Change Scoping Plan Update, January 2017 [https://www.arb.ca.gov/cc/scopingplan/2030sp\\_pp\\_final.pdf](https://www.arb.ca.gov/cc/scopingplan/2030sp_pp_final.pdf)

ICLEI. U.S. Community Protocol for Accounting and Reporting of Greenhouse Emissions October 2012. <http://californiasec.org/resource/us-community-protocol-for-accounting-and-reporting-of-greenhouse-gas-emissions/>

Contribution of Working Groups I, II and III to the Fourth Assessment Report of the Intergovernmental Panel on Climate, Change Core Writing Team: Pachauri, R.K. and Reisinger, A. (Eds.) IPCC, Geneva, Switzerland. (AR4)  
[http://www.ipcc.ch/publications\\_and\\_data/ar4/syr/en/contents.html](http://www.ipcc.ch/publications_and_data/ar4/syr/en/contents.html)

## 4.8. HAZARDS & HAZARDOUS MATERIALS

Would the Proposed Plan:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. 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,	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

would create a significant hazard to the public or the environment?

5. For a proposed Plan 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 proposed Plan result in a safety hazard for people residing or working in the project area?

6. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

7. Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?

8. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

## 4.8.1. Environmental Setting

### 4.8.1.1. REGULATORY FRAMEWORK

#### Federal Regulations

##### UNIFORM BUILDING CODE

The Uniform Building Code (UBC) defines different regions of the United States and ranks them by seismic hazard potential. There are four seismic zones labeled 1-4. Zone 1 indicates the least seismic potential and Zone 4 indicates the highest seismic potential.

##### THE FEDERAL SOIL AND WATER RESOURCES CONSERVATION ACT, 1977

The purpose of the Federal Soil and Water Resources Conservation Act (16 United States Code Sections 2001-2009) is to protect or restore the functions of the soil on a permanent sustainable basis.

##### UNIFORM FIRE CODE

The Uniform Fire Code contains regulations for construction and maintenance of buildings and land uses. Topics addressed in the Code include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings.

##### THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA)

FEMA is the lead agency on building codes and floodplain management, helping equip local and state emergency preparedness and response coordination in the event of a disaster. FEMA administers national flood and crime insurance programs, supports the nation's fire service, and trains emergency response managers.

##### THE FLOOD PLAIN MANAGEMENT ACT (COBEY-ALQUIST ACT), 1969

The Flood Plain Management Act created the National Flood Insurance Program, which facilitates the identification of flood hazard zones for insurance and floodplain management purposes. In addition, it provides a statement of probability for future flood events. The Act restricts development in Special Flood Hazard Areas, defined by FEMA as having a one percent or greater annual chance of flooding (also called the 100-year flood plain).

#### THE NATIONAL FLOOD INSURANCE PROGRAM (NFIP)

The National Flood Insurance Program (NFIP) is administered by FEMA to allow property owners in participating communities to purchase insurance protection from the federal government against losses from flooding. To be eligible for the program, the property owner's land must be in a community with an adopted floodplain management ordinance. The program is intended to reduce future flood risks for new construction in Special Flood Hazard Areas.

#### THE RESOURCE CONSERVATION AND RECOVERY ACT (RCRA), 1976

The Resource Conservation and Recovery Act (RCRA) is the principal federal law governing the disposal of solid waste and hazardous waste under the responsibility of the California Department of Toxic Substances Control (DTSC). The DTSC implements and enforces the Hazardous Waste Control Laws for the State of California.

#### THE FEDERAL AVIATION ADMINISTRATION

The Federal Aviation Administration is the lead agency for national aviation in the United States. Under the Department of Transportation, it has the authority to regulate and oversee all aspects of American Aviation. There is no airport located within Weed's city limits.

### **State Regulations**

#### ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING ACT (PUBLIC RESOURCES CODE 2621), 1971

The Alquist-Priolo Earthquake Fault Zoning Act prevents the construction of buildings on active faults. The Act requires a State geologist to establish earthquake fault zones around active faults and identify these zones in maps.

#### SEISMIC HAZARDS MAPPING ACT (PUBLIC RESOURCES CODE 2690), 1990

The Seismic Hazards Mapping Act (SHMA) provides seismic hazard mapping and technical advisory programs to assist cities and counties within California in fulfilling their responsibility to protect the public from the effects of strong ground shaking, liquefaction, landslides, or other ground failure and seismic hazards caused by earthquakes.

#### UNREINFORCED MASONRY LAW (PUBLIC RESOURCES CODE 8875), 1986

The Unreinforced Masonry Law requires jurisdictions located in the highest zone of seismicity, Zone 4, as identified in the Uniform Building Code, to inventory their unreinforced masonry buildings and establish programs to reduce risk related to these buildings.

#### CALIFORNIA BUILDING CODE

The California Building Code includes additional amendments to the Uniform Building Code addressing seismic safety in California.

#### STRATEGIC FIRE PLAN FOR CALIFORNIA, 2010

This document, produced by the State Board of Forestry and Fire Protection and the California Department of Forestry and Fire Protection, provides an overview of fire risk and state activities to reduce risk. The plan discusses statewide fire safety regulations including road and signage standards, minimum water supply reserves for emergency fire use, and requirements for fuel breaks.

#### THE CALIFORNIA DEPARTMENT OF FORESTRY AND FIRE PROTECTION (CAL FIRE)

The California Department of Forestry and Fire Protection (Cal Fire) is dedicated to the fire protection and stewardship of over 31 million acres of California's privately owned wild land.

#### BATES BILL (GOVERNMENT CODE § 51175), 1992

This statute requires the Cal Fire director to evaluate fire hazard severities in Local Responsibility Areas (LRAs) and make recommendations to local jurisdictions based on High Fire Hazard Severity Zone locations. LRAs include incorporated cities, cultivated agricultural lands, and some desert lands that receive fire protection from city fire departments, fire protection districts, counties, or by Cal Fire under contract to local governments.

#### CALIFORNIA FIRE CODE, TITLE 21, PART 9

The California Fire Code contains regulations regarding many aspects of wildfire and urban fire safety. This code specifies roadway and driveway design, access, building identification, water, and vegetation modification standards as well as defensible space requirements.

#### CALIFORNIA FIRE CODE, TITLE 24, PART 9, CALIFORNIA CODE OF REGULATIONS

The California Fire Code is Part 9 of the California Code of Regulations, Title 24, also referred to as the California Building Standards Code. The California Fire Code incorporates the Uniform Fire Code with necessary California amendments. This Code prescribes regulations consistent with nationally recognized practices for the safeguarding, to a reasonable degree, of life and property from the hazards of fire explosion, dangerous conditions arising from the storage, handling, and use of hazardous materials and devices, and from conditions hazardous to life or property in the use or occupancy of buildings or premises, and provisions to assist emergency response personnel.

#### CALIFORNIA HEALTH AND SAFETY CODE

State fire regulations set forth in Section 13000 et seq. of the California Health and Safety Code include regulations for building standards (as set forth in the California Building Code),

fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training.

#### CALIFORNIA WATER CODE

California law requires local governments to act as the responsible agency for flood control. Section 8401, paragraph (c), of the California Water Code states, “The primary responsibility for planning, adoption, and enforcement of land use regulations to accomplish floodplain management rests with local levels of government” (SWRCB, 2015).

#### CALIFORNIA UNIFORM BUILDING CODE

The state of California Building Code (CBC) contains requirements for structures in flood hazard zones. These requirements are consistent with FEMA requirements for non-residential development in a 100-year floodplain.

#### THE UNIFIED HAZARDOUS WASTE AND HAZARDOUS MATERIALS MANAGEMENT REGULATORY PROGRAM, 1993

The Unified Hazardous Waste and Hazardous Materials Management Regulatory Program was created in 1993 by California Senate Bill 1082 to consolidate, coordinate, and increase consistency of administrative requirements, permits, inspections, and enforcement activities for environmental and emergency management programs. The program can be implemented at the local government level by Certified Unified Program Agencies.

#### THE CALIFORNIA ACCIDENTAL RELEASE PREVENTION PROGRAM LAW (CALARP PROGRAM), 1997

The CalARP Program, under the California Safety Code Sections 25531-25543.3, coordinates with federal laws regarding accidental chemical release, allowing for local oversight of state and federal programs.

#### HAZARDOUS MATERIALS TRANSPORT REGULATIONS

The Hazardous Materials Transport Regulations fall under the California Code of Regulations, regulated by the U.S. Department of Transportation (DOT) for all interstate transport of hazardous materials. The DOT establishes safe handling procedures and regulations of hazardous materials. The California Department of Transportation (Caltrans) enforces federal and state regulations and responds to hazardous materials transportation emergencies.

#### CALIFORNIA DIVISION OF OCCUPATIONAL SAFETY AND HEALTH (CAL/OSHA)

The California Division of Occupational Safety and Health (Cal/OSHA) is responsible for developing and enforcing workplace safety standards and assuring worker safety in the handling and use of hazardous materials.

#### CALIFORNIA PUBLIC UTILITIES CODE; SECTION 21670

The California Public Utilities Code Section 21670 requires County Boards of Supervisors to establish an Airport Land Use Commission (ALUC) in each county with an operating public airport. The County Board of Supervisors assigns ALUC responsibilities, duties, and powers to an appropriate body of supervisors.

#### CALIFORNIA PUBLIC UTILITIES CODE; SECTION 21675

The California Public Utilities Code Section 21675 requires the Airport Land Use Commission (ALUC) to create a Land Use Plan for the area surrounding its public airports that complies with the Federal Aviation Administration rules and regulations. Section 21675 also provides the necessary components of an Airport Land Use Compatibility Plan (ALUCP).

#### THE CALIFORNIA AVIATION SYSTEM PLAN (CASP), 2011

The California Aviation System Plan (CASP) was established to ensure that the State has an adequate and efficient system of airports to serve California's aviation needs. The CASP defines the role of each airport in the State's aviation system and establishes funding requirements. Under the CASP, Weed Airport is classified as a community airport. CASP defines community airports as airports that are "located near small communities or in remote locations; serve, but are not limited to, recreation, flying, training, and local emergencies; accommodate predominately single-engine aircraft under 12,500 pounds; (and) provide basic or limited services for pilots or aircrafts."

## **Local and Regional Regulations**

#### THE REGIONAL WATER QUALITY CONTROL BOARD (RWQCB)

The North Coast and Central Valley Regional Quality Control Boards (RWQCB) enforce the protection and restoration of water resources, including remediation of unauthorized releases of hazardous substances in soil, groundwater, and surface water bodies in the Planning Area.

#### EMERGENCY RESPONSE PLAN

The Siskiyou County Emergency Services are responsible for mitigating emergency responses in case of a disaster. The OES ensures the safety of those in the county and its incorporated areas including Weed. If the City creates a disaster council in the future, it will be responsible for developing the City's emergency response plan for the effective mobilization of resources. The plan would take effect upon approval of and adoption by the city council.

## CITY OF WEED MUNICIPAL CODE; CHAPTER 9 - PUBLIC PEACE, MORALS, AND WELFARE

Chapter 9 of the City of Weed Municipal Code provides regulations and administrative procedures to maintain public peace, including those for illegal use of drugs and firearms, the governing of parks, city curfews (10:00 pm curfew for minors) and loitering, noise control, and graffiti. The Weed Police Department upholds all regulations in Chapter 9.

## CITY OF WEED MUNICIPAL CODE; CHAPTER 2 SECTION 16 - FIRE DEPARTMENT

Chapter 2 Section 16 describes the organization and appointment of the fire department in the City of Weed including the assigned duties of each chief, captain, officer, and fire fighter.

## CITY OF WEED MUNICIPAL CODE; CHAPTER 2 SECTION 24 - EMERGENCY SERVICES

Chapter 2 Section 24 of the City of Weed Municipal Code includes requirements for emergency preparation, implementation of plans for the protection of persons and property in an emergency, the direction of the emergency organization, and coordination with all other public agencies, corporations, organizations and affected private persons.

## COUNTY OF SISKIYOU MUNICIPAL CODE; TITLE 3 - PUBLIC SAFETY

The “Public Safety” section of the County of Siskiyou Municipal Code’s purpose is to provide for the protection and promotion of safety within the county. This section includes detailed regulations and standards regarding civil defense (chapter 2), fire hazards (chapter 3), airport safety (chapter 6), hazardous materials (chapter 11), and groundwater management (chapter 19). This section also includes details regarding the disaster management council, which is meant to respond to emergencies.

## SISKIYOU COUNTY OFFICE OF EMERGENCY SERVICES

The Siskiyou County Office of Emergency Services (OES) is committed to the protection of lives, health, and property of Siskiyou County residents during emergencies. Through advanced planning, training, and exercises, it is the responsibility of Siskiyou County OES to ensure there is a coordinated response from all levels of government. OES manages several federal and state grants which help to support this mission. During large emergencies, OES is responsible for activating and managing the Siskiyou Operational Area Emergency Operations Center. (Siskiyou County OES, 2015).

## 4.8.1.2. EXISTING CONDITIONS

**Seismic and Geologic Hazards**

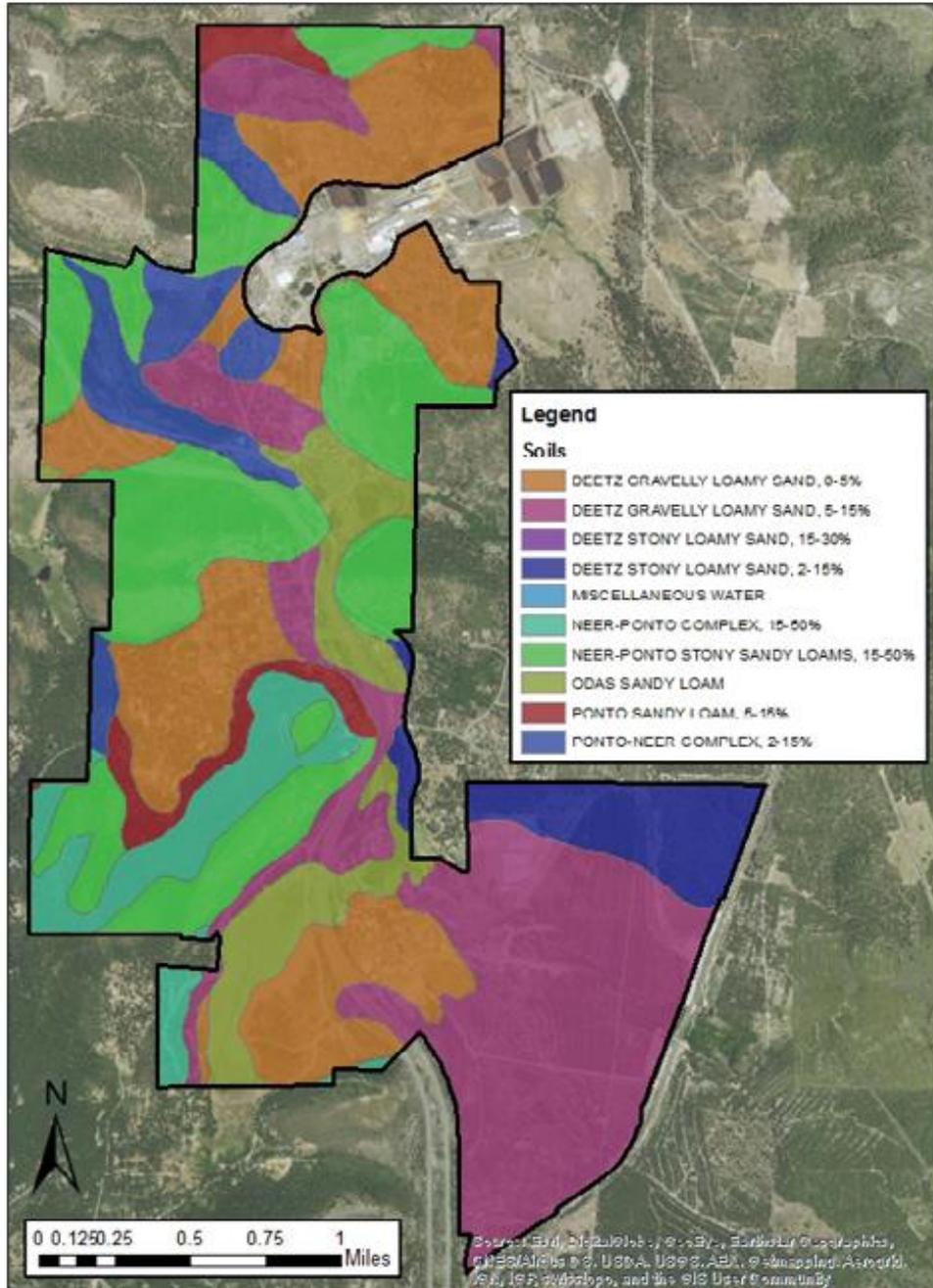
## SOILS

The City of Weed has seven common soil types as identified by the U.S. Department of Agriculture (USDA). Most of the developed city center's soil type is from volcanic rock and ash sources. The areas surrounding Weed primarily consist of Neer Ponto and Deetz series, which both consist of moderate to deep, well-drained soil that is also formed from volcanic rock and ash sources. Both soil types are classified as "Not prime farmland". Figure 4.8-1 shows the soil types in the City of Weed. The following are common soil types found in the City of Weed:

- Deetz Gravelly Loamy Sand
- Deetz Stony Loamy Sand
- Neer Ponto Complex
- Neer Ponto Stony Sandy Loams
- Odas Sandy Loam
- Ponto Sandy Loam
- Ponto Neer Complex

Map 4.8-1 shows the distribution of these seven soil types in the City of Weed.

Map 4.8-1 Soil Types in the City of Weed



## Soils Map

Conservation Element

## GROUND SETTLEMENT

Densification results from the extraction of ground fluids. Densification causes ground settlement to occur over time (subsidence) or immediately, and decreases the earth's surface elevation. Settlement of the ground surface can be accelerated or accentuated by seismic events. During an earthquake, settlement can occur from the relatively rapid compaction and settling of subsurface materials (particularly loose, non-compacted, and variable sandy sediments). The City is located near active fault lines, which could cause earthquakes and subsequently ground settlement.

## EXPANSION POTENTIAL

Expansive soils contain significant amounts of clay particles that can take in or release water, causing the soil volume to swell or shrink. When these soils expand or swell, the change in volume can place significant pressure on any loads placed on them, such as buildings, and can result in structural damage or distress.

## SUBSIDENCE

Subsidence is the ground settlement occurring over time from the extraction of oil or groundwater. The process of subsidence occurs gradually, spreads over large areas, and is aggravated by ground shaking. Subsidence can cause maintenance problems on roads, canals, and underground utilities, which can be mitigated by advanced engineering techniques to withstand subsidence. The City is adjacent to active faults, posing the risk of subsidence.

## SOIL EROSION

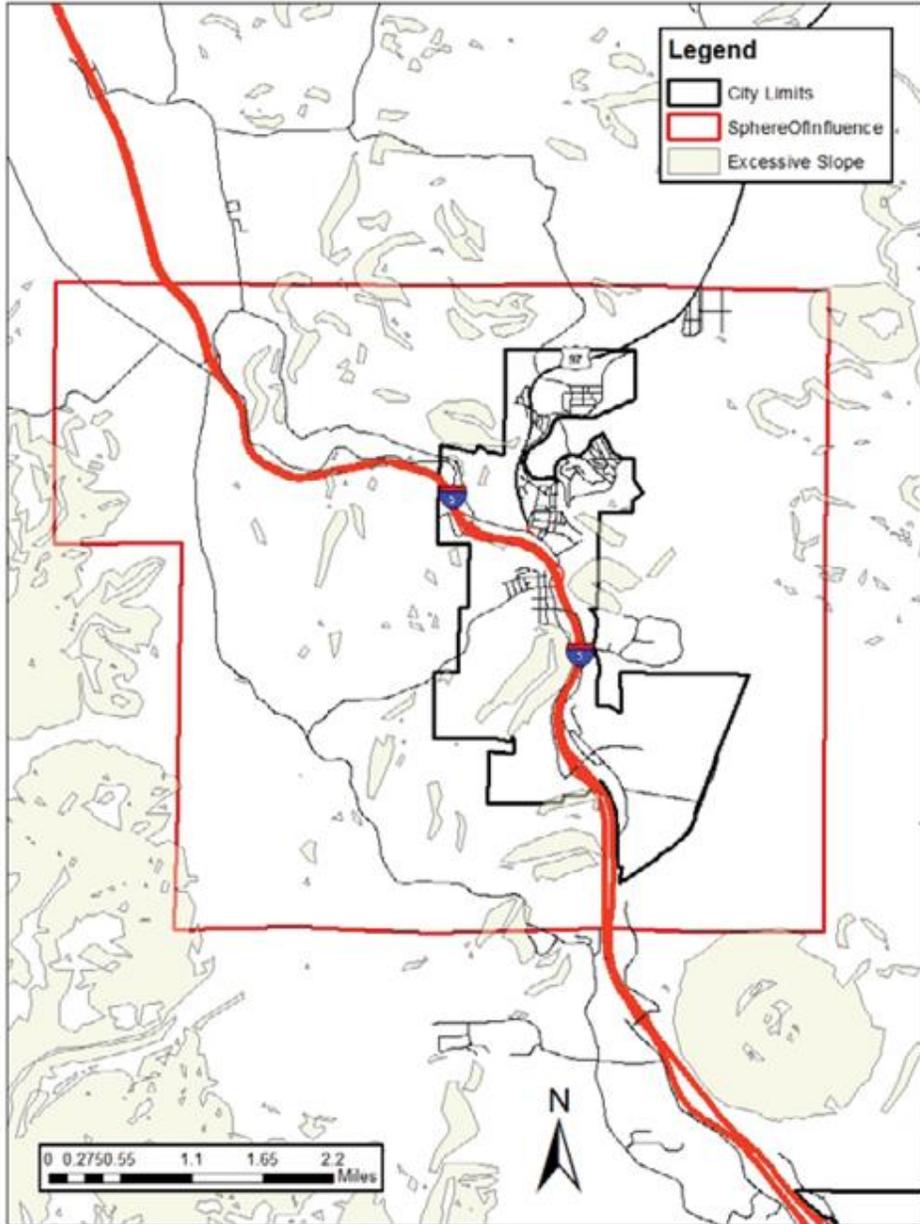
Erosion is the process of soil and rock wearing away from wind, precipitation runoff, and other on-going conditions. Soils containing high amounts of silt or clay are more susceptible to erosion than sandy soils. Soil erosion can threaten the stability of surrounding structures and road infrastructure.

## LANDSLIDE POTENTIAL

A landslide is the sliding of a mass of loosened rock and/or soil down a hillside or slope. The City of Weed is near Mt. Shasta, which has a high potential for landslides due to seismic and volcanic activity. The City is not close enough to Mt. Shasta to be affected by small landslide events. However, large scale landslide events such as “debris avalanches” may be of greater concern. Debris avalanches refer to a type of mega landslide similar to the collapse of Mt. Shasta that occurred about 350,000 years ago, forming the huge deposit in Shasta Valley (USDA, 2012). Landslides of that size have the potential to move rock and vegetation at speeds up to 100 miles per hours. Based on analysis of such landslide events, the City of Weed is at

low risk of a high impact landslide event. Map 4.8-2 shows excessive slopes within the City's planning area.

*Map 4.8-2 Excessive Slopes in Planning Boundaries*



## Excessive Slope Map

Safety Element

## Seismic Hazards

The City of Weed is a seismically active region, along with the rest of Siskiyou County. Weed is categorized as Zone 3 under the Uniform Building Code, indicating a high potential for seismic hazard. Seismic hazards can be grouped into two categories: primary and secondary hazards. Primary hazards involve the physical movement of the earth's surface resulting from fault rupture and ground shaking. Secondary hazards involve the effect that seismic events have on the earth's surface due to special characteristics of the soils and geology in the area. Four active faults in the region are capable of impacting Weed from ground shaking.

### FAULTS

Map 4.8-3 shows the prominent faults in the Planning Area. Northeast of Weed are a series of faults that make up the Yellow Butte Fault, which run approximately 25 km in length and have a slip rate of  $<0.2$  (USGS, 2015). Both unnamed faults lying under Mt. Shasta are estimated to be 38.7 km in length with a slip rate of  $<0.2$  (USGS, 2015).

### FAULT RUPTURE

Fault rupture is a primary hazard caused by the ground shaking of a seismic event. Fault rupture occurs when the earth's surface is broken apart and shifted by an earthquake. Fault rupture has the most impact when a structure or system element crosses the active fault. There are no active fault lines within city boundaries and thus the likelihood of surface fault rupture is very low.

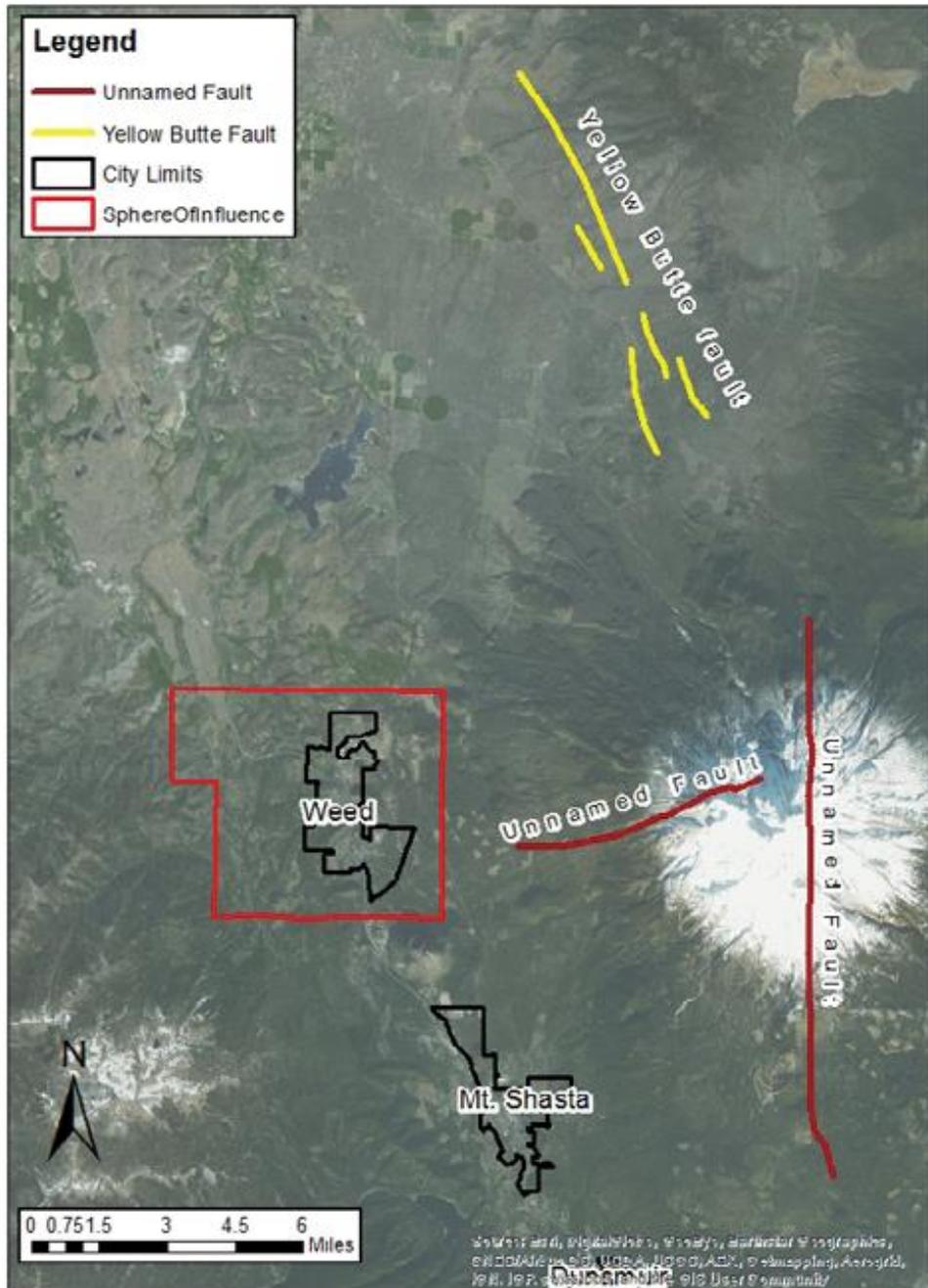
### SEISMIC SHAKING

Seismic shaking or ground shaking is a primary hazard that results from a seismic event. Generally, Siskiyou County is an area of low seismic activity with no record of any death or injury resulting from earthquakes in the region and with any damages to buildings being minor (Siskiyou County General Plan, Seismic Safety and Safety Element, 1976). Accordingly, seismic shaking in the City of Weed is expected to have low to moderate intensity (ESA, 2007).

### SECONDARY HAZARDS

Seismic events may result in secondary hazards including soil liquefaction, dynamic settlement, and shallow ground rupture. Because the City of Weed has low to moderate intensity seismic shaking potential, these secondary hazards are less of a concern as they relate to earthquakes.

Map 4.8-3 Fault Lines Adjacent to Weed



## Adjacent Faults Map

Safety Element

## Flood Hazards

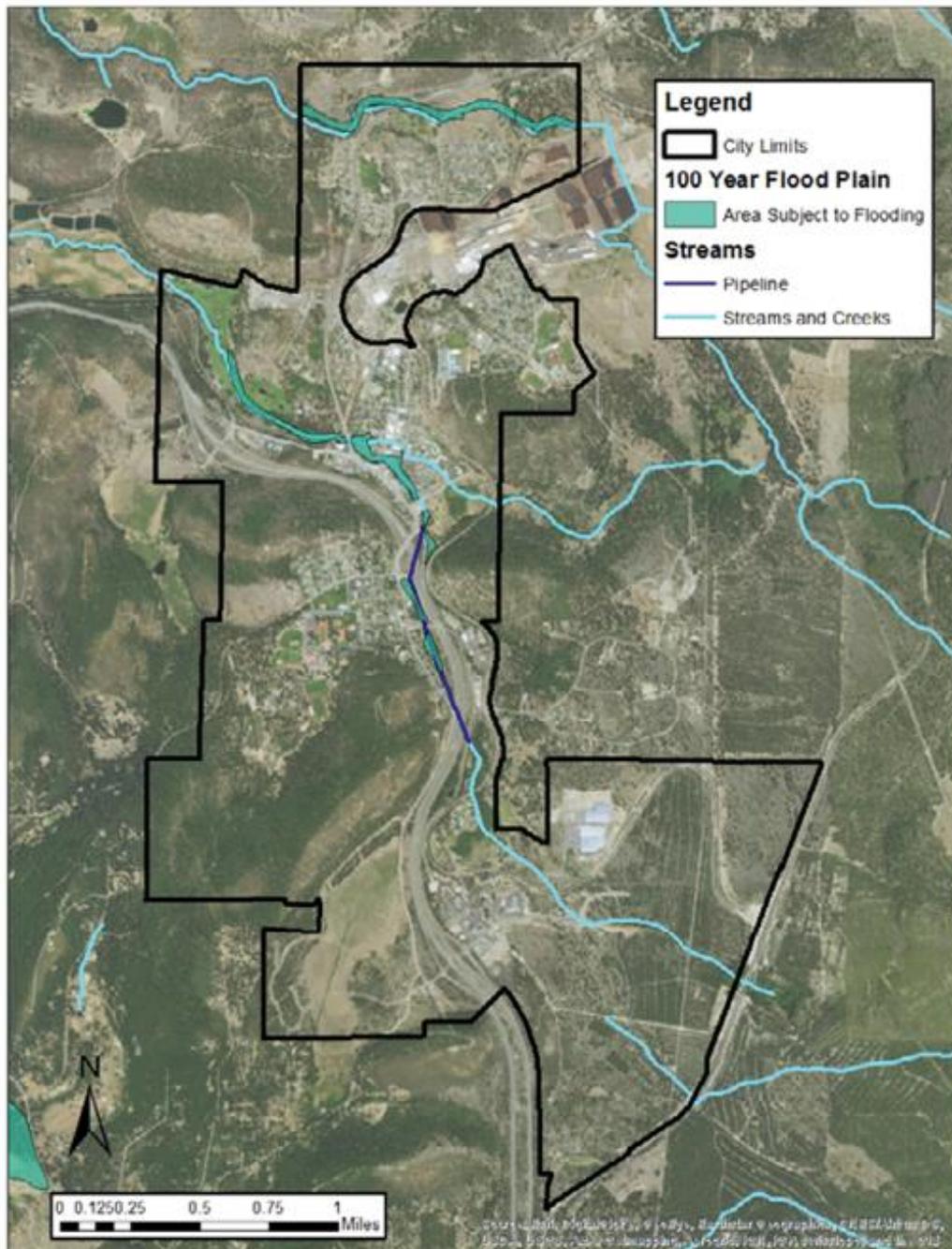
The City of Weed is not at great risk for flood. Map 4.8-4 shows the areas of the City located within a 100-year floodplain. The area which would be most affected by a 100-year storm event are the parcels surrounding Boles Creek, which runs through the center of the City. Should a 100-year storm occur, much of the land immediately surrounding the creek would be inundated. Weed is at a minor risk for a 100-year flood, and does not have a significant history of flood events associated with severe weather.

### DAM INUNDATION

Dwinell Dam (which forms Lake Shastina) captures water from the Shasta River for use by the town of Montague. The dam and its agricultural impacts (extraction, diversion, land clearing, and tail-water returns) have led to precipitous declines in salmon populations, which historically saw over 80,000 Chinook returning to the river to spawn annually (California Trout, 2014). The Shasta watershed includes the towns of Yreka, Weed, Montague, and Big Springs.

Shasta County is home to several watersheds, which are captured by Shasta Dam. The watersheds include the Upper Sacramento, Pit, and McCloud Rivers, as well as many other smaller streams. Water stored in the Shasta Dam enters the Central Valley Project where it provides water for irrigation, municipal, and industrial use, environmental flows for fish conservation, protects the Sacramento-San Joaquin Delta from saltwater intrusion, and generates hydroelectric power.

Map 4.8-4 100 Year Flood Plain Map



## Flood Map

Safety Element

Source: City of Weed, 2015

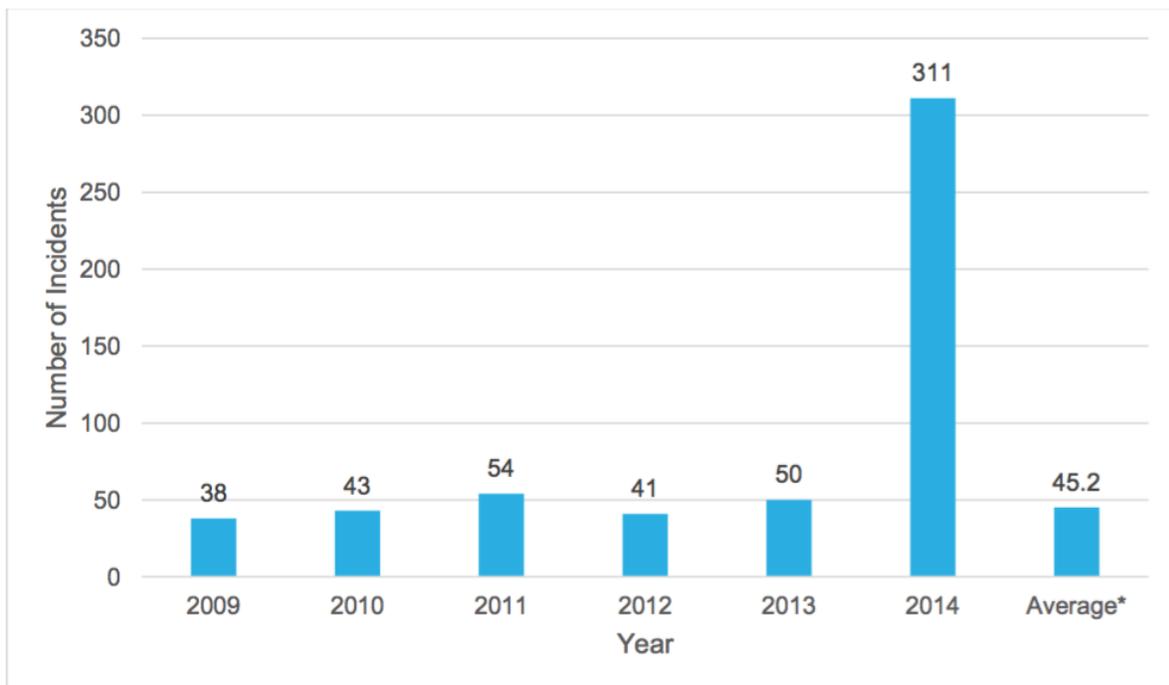
## Fire Hazards

The City is within proximity of High Fire Hazard Zones. Fire potential is associated with the surrounding agricultural and natural settings abutting Weed. Fire hazards are heightened during times of drought. Weed is currently served by the Weed City Volunteer Fire Department, also known as the Long Bell Fire Department. The City of Weed's history of fire related incidents informs future fire protection and prevention efforts; one notable fire was the devastating Boles fire of September 15, 2014, resulting in the loss of 153 homes. Map 4.8-5 indicates fire threat levels throughout the City.

### FIRE PROTECTION

The Weed City Volunteer Fire Department responds to a variety of incidents. The Fire Department keeps records of all fire incidents and fire damage. From the years 2009 to 2013 the Weed City Volunteer Fire Department responded to an average of about 45 incidents a year. Figure 4.8-1 displays the total number of incidents by year. These incidents may be related to a single fire incident but have affected multiple structures due to spreading. For instance, the Boles fire in 2014 contributed to the total number of building fires (252) during that year. Most of the fire incidents are related to structure fires, vegetation fires, and vehicle fires.

*Figure 4.8-1 Total Recorded Fire Incidents in Weed, California, 2009 - 2014*

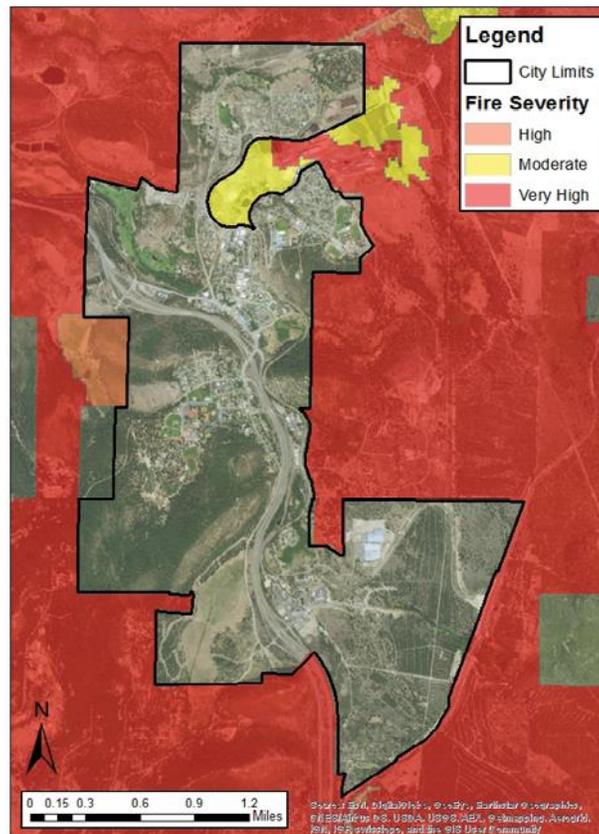


Source: Weed Volunteer Fire Department, Basic/Fire Data Standard Report, 2009 -2013

FIRE PREVENTION

Fire suppression and preventative services in Weed are provided by the Weed City Volunteer Fire Department which works closely with the College of the Siskiyous Fire Technology Department. The Weed Fire Department has a response area of 4 square miles and protects a population of 3,000. An additional 15 square miles is included within the automatic aid contract with Siskiyou County. Automatic Aid is assistance dispatched automatically by contractual agreement between two communities or fire districts. Siskiyou County and the City of Weed coordinate under this contract. The station is staffed with thirty personnel, has three fire engines in its fleet, and is available for emergency response at all times. Response times average 3.67 minutes per call within the City of Weed.

Map 4.8-5 Fire Severity Map



**Fire Severity Map**  
Safety Element

Source: City of Weed, 2015

**Volcanic Hazards**

The City of Weed is located near Mt. Shasta. The Mt. Shasta watershed is a youthful and dynamic volcanic landscape, where eruptions have occurred once per 800 years over the last 10,000 years, and once per 600 years in the past 4,500. The most recent evidence of an eruption is from about 200 years ago (USDA, 2012).

Though the City of Weed is located within the volcanic hazard zone for Mt. Shasta, the intensity of these volcanic hazards will be minimized by the time they reach the City. Map 4.8-6 demonstrates pyroclastic and eruptive debris flow. The City of Weed is in Zone 2 for pyroclastic and eruptive debris flow. Zone 2 describes an area of intermediate potential hazard likely to be affected less frequently by pyroclastic flows and associated ash clouds and mudflows from future eruptions. Map 4.8-7 illustrates the lava flow hazard for Mt. Shasta. The City is within Zone C for lava flow. Zone C describes an area that is likely to be affected infrequently and only by lava flows originating at vents in Zones A and B. The different types of volcanic hazards are defined below:

- **Pyroclastic Flows**

Pyroclastic flows are mixtures of hot gasses, rock, and ash which travel rapidly down the flank of a volcano at speeds of up to 100 miles per hour, and capable of flowing over low-hills.

- **Lava Flows**

Lava flows are similar to pyroclastic flows, but generally move more slowly (from 1 to 10 miles per hour), and are typically confined to channels. This type of debris flow is triggered by a volcanic eruption which melts snow and ice.

- **Domes**

Domes are masses of solid rock formed when viscous lava is erupted slowly from a vent. Dome eruptions can generate pyroclastic flows due to explosions or collapse of the sides, and as such, pose an important hazard. Shastina and Black Butte are both examples of domes which generated pyroclastic flows.

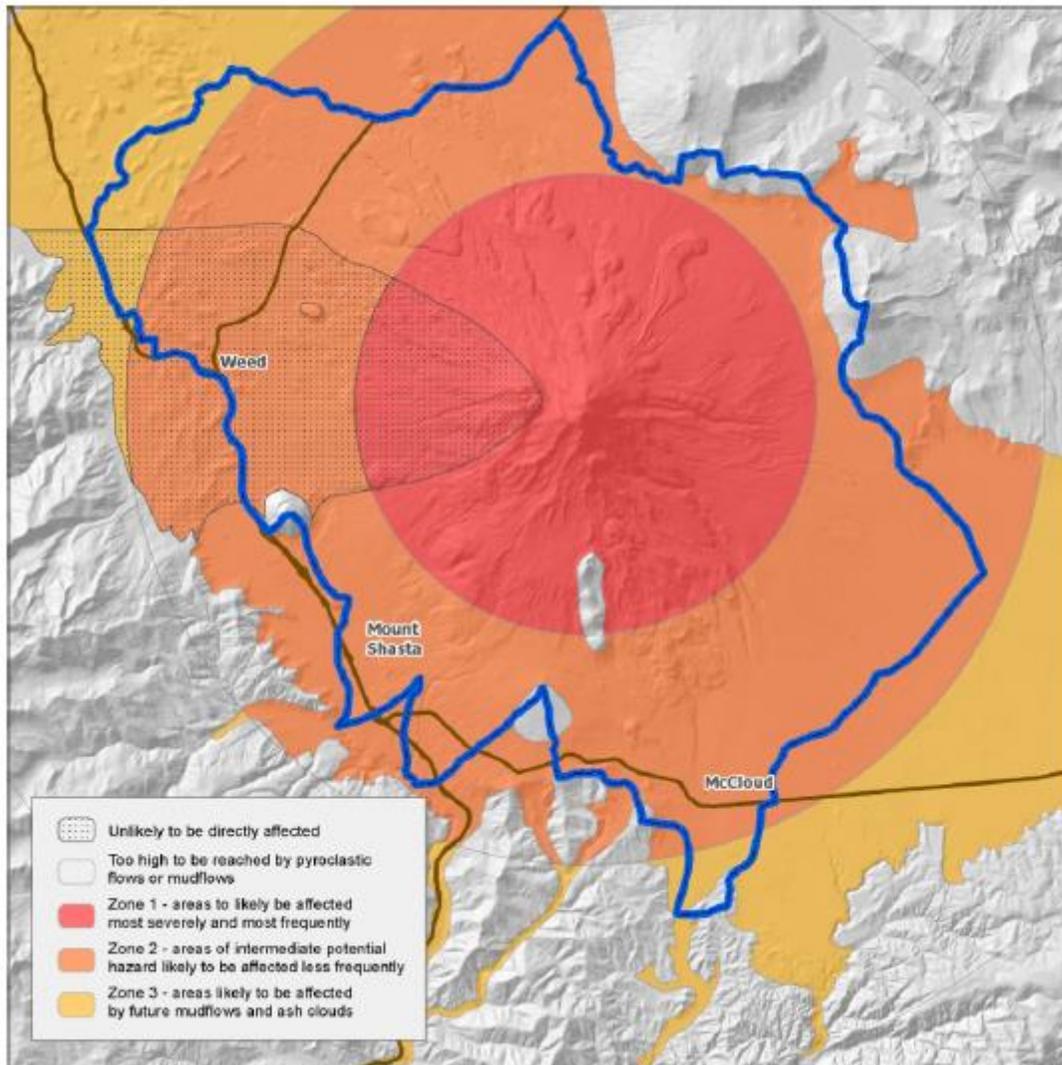
- **Fall Ash**

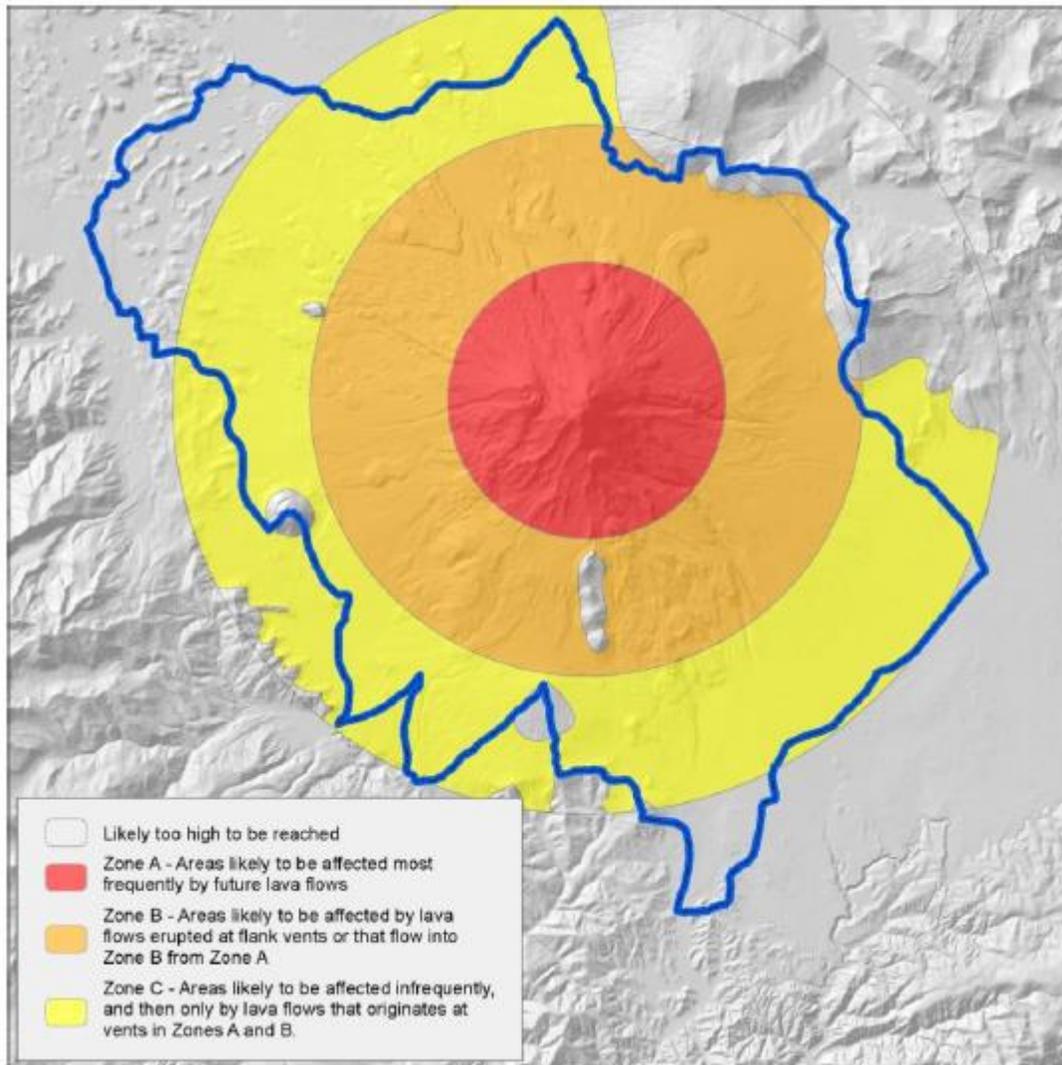
This consists of rock and ash fragments erupted into the atmosphere by a variety of eruption processes, which settle back to earth by falling through the air without coalescing into a pyroclastic flow. Winds can carry such ash considerable distances.

- **Volcanic Gasses**

Gasses emitted from stratovolcanoes such as Mt. Shasta typically include (in decreasing order of abundance), water steam, carbon dioxide and compounds of sulfur and chlorine, along with lesser amounts of carbon monoxide, fluorine, and boron compounds, and ammonia (Miller, 1980). Gasses such as carbon dioxide are relatively dense, and can collect in low spots, where they pose a hazard to humans and wildlife.

*Map 4.8-6 Pyroclastic and Eruptive Debris Hazard Locations*



*Map 4.8-7 Mt. Shasta Flow Hazards*

Source: United States Department of Agriculture

## Hazardous Materials and Waste

Hazardous materials and waste require management to prevent potential threats to public health, safety, and the environment. A hazardous material is any substance that may be explosive, flammable, poisonous, corrosive, radioactive, or reactive because of its quantity, concentration, or characteristics. Hazardous materials are transported and stored throughout the City of Weed. Potential hazards associated with these materials include fire, explosions, and leaks. The release of hazardous materials can cause significant damage when it occurs in highly populated areas or along transportation routes.

The City of Weed falls under the jurisdiction of the Siskiyou County Environmental Health Division, designated as the lead Certified Unified Program Agency (CUPA), for management and issuance of permits for all hazardous materials. Under the CUPA, site inspections of all hazardous materials programs (i.e., aboveground and underground tanks, hazardous waste treatment, hazardous waste generators, and hazardous materials management plans) are consolidated and accomplished by a single inspection by the lead agency. The program provides emergency response to chemical events to provide substance identification, health and environmental risk assessment, and air, soil, water, and waste coordination for state superfund incidents, in addition to the oversight, investigation, and remediation of unauthorized releases from underground tanks.

#### TRANSPORT OF HAZARDOUS MATERIALS

I-5 and US 97, which run through the City of Weed, may be utilized for the transportation of hazardous materials. The City of Weed is prone to hazardous substance incidents due to the presence of highways. Highway incidents resulting in the release of hazardous material are of great concern, as the City is reliant on groundwater for all water supplies. The release of hazardous materials could migrate into the groundwater aquifer, compromising Weed's water supply and quality. The County of Siskiyou has recognized four Environmental Protection Agency registered hazardous waste transporters serving the area (Siskiyou County Environmental Health Division, 2015). Table 4.8-1 provides a list of hazardous waste transporters and the services they provide.

*Table 4.8-1 Hazardous Waste Transporters*

Company	Location	EPA ID#	Services
Asbury Environmental Services	Chico, CA	EPA ID# CAS028277036	Collects, transports, and recycles hazardous waste: used motor oil, oily waste water, waste gasoline, used oil filters, used antifreeze, fuels, and paint-related waste.
Ben's Truck and Equipment	Red Bluff, CA	EPA ID# CAD055559678	Solid and liquid hazardous waste hauling services (excluding explosives and radioactive wastes). Regular drum pick-ups.

Source: Siskiyou County CUPA, 2015

Regulation of the transportation of hazardous materials and waste is under the authority of the US Department of Transportation (DOT). Under the regulations of the California Code of

Regulations Title 26, the DOT establishes regulations for safe handling procedures of hazardous materials, including packaging, marking, labeling, and routing. The DOT, along with the California Highway Patrol, enforces Federal and State regulations and responds to hazardous material transportation emergencies. Response to hazardous transport emergencies is coordinated as necessary between federal, state, and local governmental authorities.

#### HAZARDOUS MATERIALS SITES

Hazardous materials are used in the production and service processes for certain businesses in the City of Weed. These hazardous material sites include a variety of businesses and facilities including gas stations, educational facilities, and industrial sites. The Siskiyou County Environmental Health Division, designated as the lead Certified Unified Program Agency (CUPA) is required to list facilities that store or generate hazardous materials or hazardous waste at or above State reporting thresholds. Table 4.8-2 provides a list of the contaminated sites located in the City of Weed overseen by the State Water Resource Control Board.

Of the 26 clean-up sites, 11 are complete, seven are incomplete, and five are permitted underground storage tanks that require monitoring.

#### HAZARDOUS MATERIALS INCIDENTS

Hazardous material sites are those managing sensitive materials and waste. Spills are considered a serious emergency. The majority of hazardous waste incidents occur along the US- 97 and I-5, which run through the City. A complete list of incidents starting from the year 2000 is available in Table 4.8-2.

*Table 4.8-2 Hazardous Material Sites*

Site Name	Site Type	Status
<b>Arco #0389</b>	LUST Cleanup Site	Completed - Case Closed
<b>BP #11242</b>	LUST Cleanup Site	Open - Remediation
<b>Chevron #9-3476</b>	LUST Cleanup Site	Open - Remediation
<b>Crandall's Creamery</b>	LUST Cleanup Site	Completed - Case Closed
<b>Erickson Shell</b>	Permitted UST	
<b>Handy Stop</b>	LUST Cleanup Site	Open - Remediation

Site Name	Site Type	Status
<b>Handy Stop Texaco Aka: Star Mart</b>	Permitted UST	
<b>J H Baxter &amp; Co-Weed</b>	Corrective Action	Refer: SMBRP
<b>J H Baxter &amp; Co-Weed</b>	RCRA	Undergoing Closure
<b>J H Baxter Co</b>	State Response Or Npl	Certified / Operation & Maintenance
<b>J. H. Baxter</b>	Cleanup Program Site	Open - Remediation
<b>Market Transport, Limited</b>	Cleanup Program Site	Completed - Case Closed
<b>Morgan Products</b>	Cleanup Program Site	Open - Remediation
<b>Motel 6</b>	Cleanup Program Site	Completed - Case Closed
<b>Mountain View Chevron Station</b>	Permitted UST	
<b>Pacific Bell (Ta-115)</b>	Permitted UST	
<b>Patton Distribution Co.</b>	LUST Cleanup Site	Completed - Case Closed
<b>Roseburg Forest Products</b>	LUST Cleanup Site	Completed - Case Closed
<b>Roseburg Forest Products</b>	Cleanup Program Site	Open - Inactive
<b>Shell, Weed</b>	LUST Cleanup Site	Completed - Case Closed
<b>Texaco</b>	LUST Cleanup Site	Open - Assessment & Interim Remedial Action
<b>Tosco Facility 11242</b>	Permitted UST	
<b>UNOCAL #5851</b>	LUST Cleanup Site	Completed - Case Closed
<b>Weed Elementary School</b>	LUST Cleanup Site	Completed - Case Closed
<b>Weed High School</b>	LUST Cleanup	Completed - Case Closed

Site Name	Site Type	Status
	Site	
Weed, City Of, Acquisition Lot	LUST Cleanup Site	Completed - Case Closed

#### HAZARDOUS WASTE

Siskiyou County has four disposal locations for motor oil disposal. The disposal location closest to the City of Weed is the Black Butte Landfill in Mt. Shasta. They accept five gallon containers and a maximum of 20 gallons. Table 4.8-4 provides a complete list of oil disposal locations in Siskiyou County.

*Table 4.8-4 Used Motor Oil Disposal Locations in Siskiyou*

Location	Maximum Oil Disposal
Valley Tire Hwy 3 Ft. Jones	5 gallon containers/ 20 gallons max.
Happy Camp Transfer Station Happy Camp, CA	5 gallon containers/ 20 gallons max.
Black Butte Landfill Mt. Shasta, CA	5 gallon containers/ 20 gallons max.
The Oil Changer S. Main St. Yreka, CA	5 gallon containers/ 20 gallons max.

Source: Siskiyou County, CUPA, 2015

#### Aircraft Hazards

Currently, the City of Weed does not have an airport facility within the city boundary. The closest airport is the Weed Airport, which is located 4 miles northwest of the City, and provides service to Siskiyou County. The Weed airport covers 344 acres and has one runway. The airport serves general aviation purposes, and functions as a base for search and rescue operations on Mt. Shasta. More detailed information about the Weed Airport is provided in the Circulation Element.

#### RUNWAY PROTECTION ZONES

Runway protect zones (RPZs) are trapezoidal areas that provide protection at the end of the runway to protect people and property on the ground in the event of an aircraft lands or crashes beyond runway end. The RPZ is to meet with the Airport Reference Code (ARC B-I) criteria, which applies to small single engine planes. The RPZ dimensions apply to runways serving small aircrafts that serve a length of 1,000 feet, an inner width of 250 feet, and an outer width of 450 feet. Based on the existing types and levels of aircraft operating at Weed

Airport, the 20 small aircraft planes located at the airport are representatives of the Airport Reference Code (ARC B-I) criteria. Under FAA design criteria, the airport must own the landing area. Control over the use of the RPZ areas through the acquisition of sufficient property interest (such as fee title, lease, or navigation easement) is strongly encouraged by the Federal Aviation Administration (FAA) to prohibit unsafe uses in RPZs.

#### AIR SPACE PROTECTION AND HEIGHTS

The height restriction zone (HRZ) is essential to protecting airspace and structures from passing aircrafts. The HRZ is established in accordance with Federal Aviation Regulations (FAR) Part 77, which requires proposals for structures over 200 feet, or other structures near airports that would penetrate imaginary surfaces defined in Part 77, to notify the FAA of the proposed construction. The FAA will review the proposal and issue an acknowledgment stating that the proposal will: (1) not exceed any airspace protection surfaces defined on the airport's FAR Part 77 Airspace Plan; (2) will exceed a standard of the FAR Part 77 Airspace Plan, but would not be a hazard to air navigation; or (3) would exceed a standard of the FAR Part 77 Airspace Plan, imposing a hazard on air navigation and requiring a further aeronautical study. Within 30 days, the project sponsor may request the aeronautical study. Until an aeronautical study is completed, the proposed structure is presumed to be a hazard to air navigation. There are no structures or plan developments that exceed the 200 feet in height, or penetrate imaginary surfaces

#### AIR TRAFFIC INCIDENTS

It is important that the Weed Airport is in compliance with all applicable FAA regulations to reduce the potential for aircraft crash incidents. The protection zones and height restriction zones are in place so that current and future development is not subjected to potential aircraft crash incidents. FAA operational procedures must also be adhered to for all arriving and departing aircrafts. In the event that an incident does occur, the Weed Airport has an aircraft rescue and the fire department in the City of Weed has a unit that serves as a responder to aircraft crash incidents.

### **Rail Hazards**

There are two main railroad lines that run through the City of Weed. The Central Oregon and Pacific Railroad service line, which passes between Eugene, Oregon and Northern California. The Amtrak Pacific Coast Starlight, which passes between Seattle, Washington and San Diego, California. Both railroad services could create potential safety hazards to the City of

Weed. Hazards can include the potential for train derailments and noise. For further information on rail, refer to the Circulation Element

## **Emergency Services**

In the event of a disaster, the Siskiyou County Office of Emergency Services (OES) is responsible for the City of Weed. The Siskiyou County OES is a division under the Health and Human Services Agency. Through planning, training and exercises, such responsibilities of Siskiyou County OES is to ensure there is a coordinated response of all levels of government. If such a large emergency emerges in Weed, OES will work closely with Siskiyou Operational Area Emergency Operations center through their assigned communications/Dispatcher Center. Other departments may include many state, county, and local government entities such as Personal Health Nursing, Environmental Health Law Enforcement, Fire Department, and Public Works.

### EMERGENCY OPERATIONS PLAN

The County of Siskiyou has an emergency operations program called CodeRED. The program distributes emergency messages via telephone in case of a county or state emergency. This can include targeted areas or the entire county at the rate of 1,000 calls per minute. The service can be used in case of fires, chemical spills, evacuations, lockdowns, downed power lines, lost individuals, natural disasters, abductions, water system problems, bomb threats, or other emergencies. If any emergencies are widespread, the entire community will be contacted within 20 to 30 minutes. Siskiyou County encourages its citizens to enlist their contact information in the program so that they can be contacted in the case of an emergency. Those who do not register their address and phone number may not be notified.

### EVACUATION ROUTES

The City's circulation network is based on a curvilinear pattern with some neighborhoods that have a grid pattern. Based on this circulation pattern, it is anticipated that the following arterial/collector roadways would be used as evacuation routes out of the City:

- College Avenue
- U.S. -97 I-5
- South Weed Blvd.

## 4.8.2. Standards of Significance

### 4.8.2.1. CEQA THRESHOLDS

According to Appendix G of the CEQA Guidelines (2014), the proposed Plan would have a significant effect on the environment with respect to hazards and hazardous materials if it would:

1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
2. 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;
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
4. 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 create a significant hazard to the public or the environment;
5. 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 for people residing or working in the project area;
6. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area;
7. Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan;
8. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

### 4.8.2.2. METHODOLOGY

In order to assess impacts associated with hazards and hazardous materials, preferred growth areas and existing land uses identified in the proposed Plan were compared to the locations of hazardous material sites, airports, and fire hazard zones. The City of Weed Background Report, policies from the proposed Plan, Multi-Jurisdictional Hazard Mitigation Plan, and Fire Hazard Planning documents published by the State were also used for this analysis.

### 4.8.3. Impact Discussion

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**HAZ-1** Build-out of the proposed Plan will create a **less-than-significant** hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;

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The transport, use, and disposal of hazardous materials are primarily associated with industry. Buildout of the proposed Plan will increase light industrial land use by 148% and heavier industrial by 12%, all of which will be located near existing industrial land uses in the southeast portion of the City. Additionally, all subsequent projects of the proposed Plan will undergo CEQA review and mitigation that ensures less-than-significant impacts associated with hazardous materials. The proposed Plan also includes the following policies and programs addressing hazardous materials:

**POLICY HE 6.2.1**

Work with the appropriate local, state, and federal agencies to avoid and clean up contaminated sites to protect human and environmental health.

**PROGRAM HE 6.2.1.1**

Implement standards that address the safe management of hazardous substances in close coordination with the Weed Volunteer Fire Department and the Department of Toxic Substance Control.

**Applicable Regulations:** None

**Significance Before Mitigation:** Less-than-significant

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**HAZ-2** Build-out of the proposed Plan will create a **less-than-significant** hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;

---

Proposed industrial and commercial land uses in the Plan have the potential to create a significant hazard in upset or accident conditions if they involve the use, production, or transport of hazardous materials; however, all subsequent projects of the proposed Plan will require CEQA review and mitigation of impacts associated with hazardous materials.

**POLICY SF 2.1.1**

Collaborate with Siskiyou County in the development of a Disaster and Emergency Preparedness Plan to prepare for natural and human caused emergencies, disasters, and accidents including the threats of fire, flood, storms, earthquakes, landslides, and volcanic activity.

**PROGRAM SF 2.1.1.1**

Coordinate the procedures of the Weed Volunteer Fire Department and The Weed Police Department. When an update is required, coordinate with Siskiyou County and the Disaster and Emergency Preparedness Plan.

**PROGRAM SF 2.1.1.2**

Establish procedures for safe, prompt, and orderly evacuation, locations of safe meeting areas, emergency supplies including food, water, and medical supplies, and general emergency protocol.

**PROGRAM SF 2.1.1.3**

Map all emergency response facilities and main infrastructure arterials. Work with service providers and emergency professionals to allocate appropriate primary and secondary facilities for use following a disaster

**PROGRAM SF 2.1.1.4**

Increase community awareness of the Emergency Response Plan and its procedures through accessible information on the City’s website and pamphlets.

**PROGRAM SF 2.1.1.5**

Increase community awareness by delineating areas at high risk of contamination, landslides, hazardous waste sites, and high fire risk zones.

**POLICY SF 4.1.1**

All Certified Unified Program Agencies (CUPA) designated hazardous waste and spill sites should be cleaned to meet state standards.

**PROGRAM SF 4.1.1.1**

Evaluate existing response plans to ensure that emergency service resources are adequate to cope with toxic or hazardous material incidents.

**PROGRAM SF 4.1.1.2**

Emergency response plans should incorporate potential emergency situations in regards to hazardous waste and materials.

**PROGRAM SF 4.1.1.3**

Implement appropriate training programs to handle hazardous waste and materials.

**Applicable Regulations:** None

**Significance Before Mitigation:** Less-than-significant

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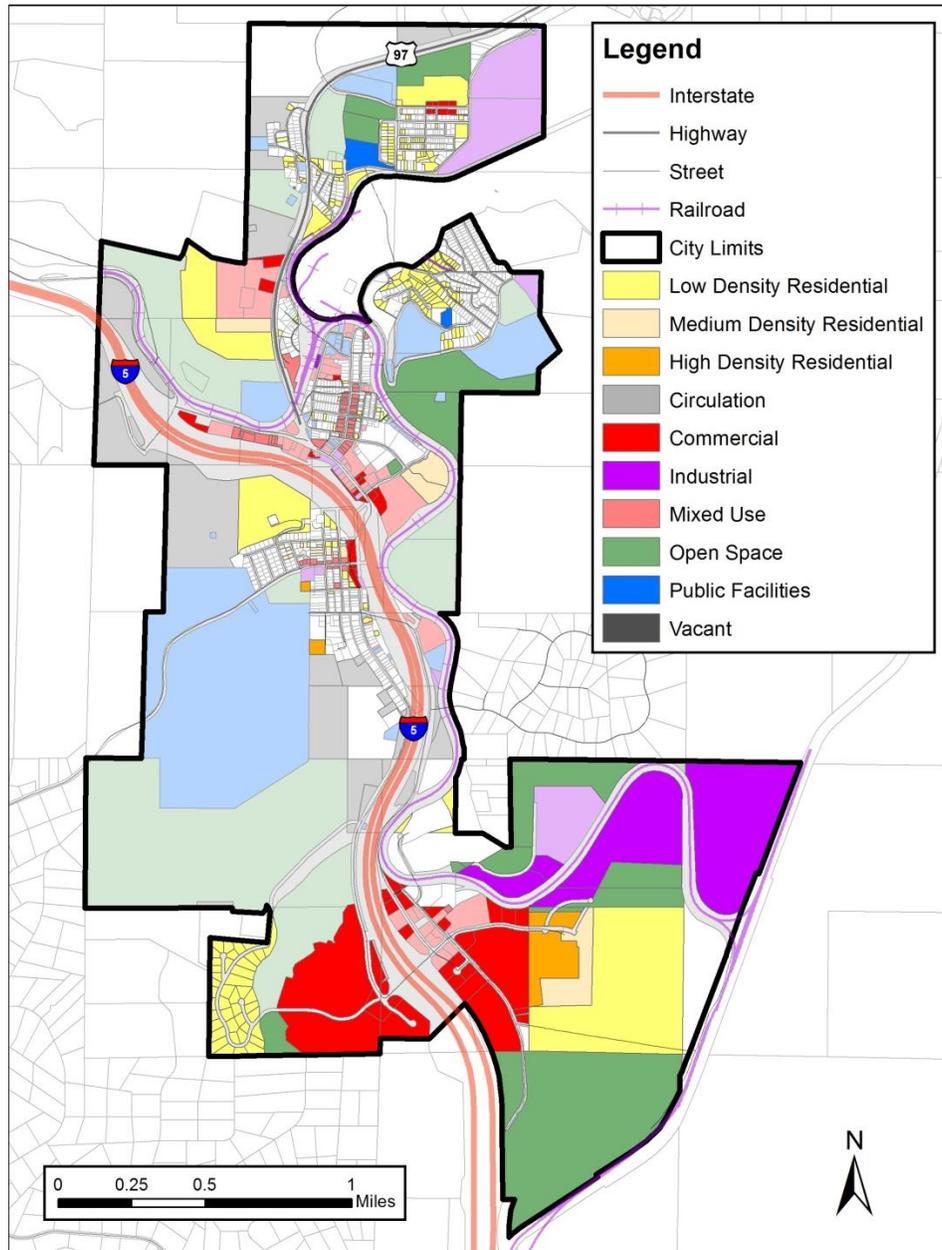
<b>HAZ-3</b>	Build-out of the proposed Plan <b>will not</b> emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
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Both existing and proposed schools (shown in light blue in Map 4.8-8), are located at least one half-mile from proposed industrial and commercial land uses. Buildout of the proposed Plan

will not result in any emissions or handling of hazardous materials, substance within one-quarter mile of an existing or proposed school.

*Map 4.8-8 Conceptual Land Use Map*



**Conceptual Land Use Map**  
Preferred Growth

**Applicable Regulations:** None

**Significance Before Mitigation:** Less-than-significant

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**HAZ-4** Buildout of the proposed Plan **will not** result in any development 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 create a significant hazard to the public or the environment

---

Proposed land uses are not located on hazardous materials sites, all of which are currently developed for commercial and industrial uses (see Table 4.8-2). The proposed Plan will not change those existing land uses, and thus will not directly result in any projects located on hazardous materials sites.

**Applicable Regulations:** None

**Significance Before Mitigation:** No Impact

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**HAZ-5** Buildout of the proposed Plan **will not** result in a safety hazard for people residing or working within the Planning Area from a public or public use airport located within 2 miles

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The Weed airport is located eight miles from the Planning Area and therefore does not pose any hazards.

**Applicable Regulations:** None

**Significance Before Mitigation:** No Impact

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**HAZ-6** Buildout of the proposed Plan **will not** result in a safety hazard from a private airstrip for people residing or working in the Planning Area

---

There is no private airstrip within the Planning Area.

**Applicable Regulations:** None

**Significance Before Mitigation:** No Impact

---

**HAZ-7** Build-out of the proposed Plan **will not** impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan;

---

The proposed Plan includes the following policy, which ensures collaboration with Siskiyou County on the development of a Disaster and Emergency Preparedness Plan and implementation of the County's existing Emergency Response Plan. Proposed land uses do not interfere with the existing ERP.

**POLICY SF 2.1.1**

Collaborate with Siskiyou County in the development of a Disaster and Emergency Preparedness Plan to prepare for natural and human caused emergencies, disasters, and

accidents including the threats of fire, flood, storms, earthquakes, landslides, and volcanic activity.

**PROGRAM SF 2.1.1.1**

Coordinate the procedures of the Weed Volunteer Fire Department and The Weed Police Department. When an update is required, coordinate with Siskiyou County and the Disaster and Emergency Preparedness Plan.

**PROGRAM SF 2.1.1.2**

Establish procedures for safe, prompt, and orderly evacuation, locations of safe meeting areas, emergency supplies including food, water, and medical supplies, and general emergency protocol.

**PROGRAM SF 2.1.1.3**

Map all emergency response facilities and main infrastructure arterials. Work with service providers and emergency professionals to allocate appropriate primary and secondary facilities for use following a disaster

**PROGRAM SF 2.1.1.4**

Increase community awareness of the Emergency Response Plan and its procedures through accessible information on the City's website and pamphlets.

**PROGRAM SF 2.1.1.5**

Increase community awareness by delineating areas at high risk of contamination, landslides, hazardous waste sites, and high fire risk zones.

**Applicable Regulations:** None

**Significance Before Mitigation:** No Impact

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**HAZ-8** The proposed Plan will expose people or structures to a **less-than-significant** risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

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Most Weed's geographic boundaries fall within high and moderate fire severity zones. Infill development and residential expansion is prioritized in core areas of the City where fire hazard is the lowest. However, the Preferred Growth Scenario proposes new development in South Weed, which is considered to be in a high fire severity zone. Defensible space surrounding new development can mitigate the potential fire related hazards in South Weed. New public facilities, including a fire station, are proposed in Bel Air near College of the Siskiyous, which can reduce response times in South Weed and throughout the City. The most effective method of mitigating the wildland fire impact on Weed is to limit growth outside the City boundaries, which is promoted within the Preferred Growth Scenario. Furthermore, implementation of the following policies and programs of the proposed Plan ensure that

people or structures will be exposed to a less-than-significant risk of loss, injury, or death from wildland fires:

**POLICY SF 2.1.1**

Collaborate with Siskiyou County in the development of a Disaster and Emergency Preparedness Plan to prepare for natural and human caused emergencies, disasters, and accidents including the threats of fire, flood, storms, earthquakes, landslides, and volcanic activity.

**PROGRAM SF 2.1.1.1**

Coordinate the procedures of the Weed Volunteer Fire Department and The Weed Police Department. When an update is required, coordinate with Siskiyou County and the Disaster and Emergency Preparedness Plan.

**PROGRAM SF 2.1.1.2**

Establish procedures for safe, prompt, and orderly evacuation, locations of safe meeting areas, emergency supplies including food, water, and medical supplies, and general emergency protocol.

**PROGRAM SF 2.1.1.3**

Map all emergency response facilities and main infrastructure arterials. Work with service providers and emergency professionals to allocate appropriate primary and secondary facilities for use following a disaster

**PROGRAM SF 2.1.1.4**

Increase community awareness of the Emergency Response Plan and its procedures through accessible information on the City's website and pamphlets.

**PROGRAM SF 2.1.1.5**

Increase community awareness by delineating areas at high risk of contamination, landslides, hazardous waste sites, and high fire risk zones.

**POLICY SF 3.1.1**

Continue to enforce the California Building Code (CBC) for all new construction and renovation and when occupancy or use changes occur.

**PROGRAM SF 3.1.1.1**

Review and update the City Fire Code when new standards are adopted in the California Fire Code.

**POLICY SF 3.3.1**

The City of Weed Volunteer Fire Department and Cal Fire should review all development proposals and recommend measures to reduce fire risk.

**PROGRAM SF 3.3.1.1**

Decline approval for proposed development not located within a five-minute response time of a fire station, unless acceptable mitigation measures are provided.

**PROGRAM SF 3.3.1.2**

Require that all new development be provided with sufficient fire flow facilities at the time of permit issuance.

**POLICY SF 3.3.2**

Promote the use of defensible space in order to reduce the risk of structure fires.

**PROGRAM SF 3.3.2.1**

Collaborate with the City of Weed Volunteer Fire Department to develop and implement an effective and environmentally sound weed abatement program and

**PROGRAM SF 3.3.2.1**

Utilize Cal Fire’s “defensible space” standards and recommendations.

**Applicable Regulations:** None

**Significance Before Mitigation:** Less-than-significant

#### **4.8.4. Summary of Potential Impacts and Mitigation Measures**

Potential impacts associated with hazards and hazardous materials are less-than-significant, and therefore mitigation is not required.

#### **4.8.5. References**

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## 4.9. HYDROLOGY & WATER QUALITY

Would the Proposed Plan:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
1. Violate any water quality standards of waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (I.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Substantially alter the existing drainage pattern of	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

5. Create or contribute runoff water which would exceed the capacity of existing or planning storm-water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Place housing within a 100-year flood hazard area that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Place structures within a 100-year flood hazard that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Inundation by seiche,	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

tsunami, or mudflow?

## 4.9.1. Environmental Setting

### 4.9.1.1. REGULATORY FRAMEWORK

#### Federal Regulations

##### ENVIRONMENT PROTECTION AGENCY

**Clean Water Act, 1972** The Clean Water Act (CWA) was established to protect the quality of U.S. surface waters. It created a program for regulating pollutants into United States surface waters, including creating standards for water quality for all types of pollutants. It is unlawful to discharge any pollutant from a point source (stationary) into navigable waters in the U.S. without a permit.

##### SECTION 401 CLEAN WATER ACT

Gives the State Water Board the authority to review proposed federally permitted activity that may impact water quality and to certify, condition, or deny the activity if it does not comply with state water quality standards.

##### NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES)

NPDES is a permit program created by the CWA that grants the Environmental Protection Agency authority to permit, administrate, and enforce the regulations of the program. NPDES permit program regulates point sources that discharge pollutants into the waters of the United States. The permit contains limits on discharge amount, monitoring and reporting requirements, and other provisions to ensure the discharge will not hurt water quality or citizen health.

**NPDES Storm Water Program** NPDES regulates some storm water discharge from three types of sources: municipal separate storm sewer systems (MS4), construction, and industrial. MS4 systems are not part of a sewage treatment plant and, therefore, might be required to obtain a permit to prevent untreated water from entering a local water body. The permits require a municipality or storm water discharger to create a Storm Water Management Plan. The construction permit is required for construction sites disturbing one or more acres, and includes provisions to limit erosion and sediment discharge and for site stabilization. The industrial permit is federally required for 11 categories of industrial activity.

##### SAFE DRINKING WATER ACT, 1974

The Safe Drinking Water Act (SDWA) is administered by the EPA to protect U.S. drinking water and its sources (lakes, rivers, springs, etc.). The EPA sets national health-based standards for drinking water to protect against natural and man-made contaminants that may be present in drinking water. The SDWA is administered in California by the CA State Water Resources Control Board.

#### NATIONAL FLOOD INSURANCE ACT, 1968

The National Flood Insurance Act was adopted to reduce the losses from floods and mudslides due to increasing development in areas in flood and mudslide hazards. The act created a standard level of protection for properties within flood areas that flood an average of once every 100 years.

#### NATIONAL FLOOD INSURANCE PROGRAM

This program aims to mitigate future flood losses nationwide through providing affordable, federally backed insurance to property owners, which requires communities to create a floodplain management systems or ordinances with effective enforcement provisions to reduce future flood losses.

#### EXECUTIVE ORDER 11988, 1977

Requires executive departments and agencies (agencies) to avoid, to the extent possible, the long- and short-term adverse impacts associated with the occupancy and modification of floodplains and to avoid direct or indirect support of floodplain development wherever there is a practicable alternative" (EO 11988).

## State Regulations

#### PORTER-COLOGNE WATER QUALITY CONTROL ACT, 2016

This act was established to protect water quality and the beneficial uses of water, as applied to surface water, wetlands, and ground water. This act monitors both point and nonpoint sources of pollution. This act established 9 Regional Water Boards and the State Water Board to implement its provisions and protect state water quality. The act requires the adoption of water quality control plans for the SWRCB and RWQCBs, which include establishing water quality objectives as well as establishing implementation, surveillance, and monitoring plans. The City of Weed is located in the North Coast RWQCB

#### COBEY-ALQUIST FLOOD PLAIN MANAGEMENT ACT

Established to encourage local governments to plan land use regulations to accomplish flood plain management and to provide state assistance and guidance (California Water Code Section 8401). Construction of structures in designated floodways which may endanger life or

restrict the carrying capacity of the floodway shall be prohibited under this act (California Water Code Section 8410).

#### GROUNDWATER MANAGEMENT ACT (ASSEMBLY BILL 3030), 1992

Provided a systematic procedure for an existing local agency to develop a groundwater management plan, including a list of 12 technical components that are encouraged to be included in the plan.

#### SUSTAINABLE GROUNDWATER MANAGEMENT ACT (SGMA), 2014

Initially composed of three bills (AB 1939, SB 1319, and SB 1168) and is continuously updated from new legislation, the Act is a continuation of the Groundwater Management Act and provides tools for the sustainable management of groundwater basins. The SGMA requires local agencies to establish a Groundwater Sustainability Agency prior to developing a groundwater sustainability plan for the basin or sub-basin it is located. SGMA also labels groundwater basins based on priority. The City of Weed is located in the North Coast Hydrologic Region, specifically in the Shasta Valley Basin, which is designated as a medium priority basin. The City of Weed does not have a groundwater sustainability plan, but Siskiyou County adopted a groundwater management ordinance in 1998 and is currently in the process of developing a plan to carry out the requirements of SGMA.

#### GROUNDWATER ELEVATION MONITORING PROGRAM ACT, 2009

This Act (Senate Bill X 7-6) provides state water grants and loans for agencies that monitor groundwater elevations in their basins that supply water to the area. The purpose of the grants is to monitor groundwater levels and season changes in California.

#### SENATE BILL 610 AND 221

The purpose of these bills are to assist water suppliers, cities, and counties with integrating water and land use planning to provide Californian cities, farms, and rural communities an adequate water supply. These bills increase requirements and incentives for agencies to adopt water management plans. Under SB 610, a large project will not have to analyze their water demand if their use was included in a previously developed management plan. SB 210 requires analysis of subdivisions of a certain size to determine if adequate water supply will be available (California Department of Water Resources, 2003).

#### URBAN WATER CONSERVATION ACT, 2009

Requires all water suppliers to increase their water use efficiency. The Act set an overall goal of reducing per capita water use by 20% by December 31, 2020. An urban water supplier shall include baseline per capita water use, set water use targets, interim water use targets, and compliance daily per capita use by July 2011. The City of Weed has yet to establish targets.

#### ASSEMBLY BILL 2572 (WATER METERING LEGISLATION), 2004

AB 2572 requires urban water suppliers to install water meters on all municipal and industrial water service connections by January, 2025. The bill finds that water metering and volumetric pricing are one of the most effective conservation tools and, therefore, requires urban water suppliers to charge customers who have meters based on the volume of water deliveries by 2010 (California Water Code, 2004).

#### CALIFORNIA GREEN BUILDING STANDARD CODES

Model Water Efficient Landscape Ordinance (AB 1881 and EO B-29-15), 2015: The purpose of the model ordinance is to promote efficient landscaping practices that conserve water. The ordinance applies to new construction projects with a landscape greater than 500 sq. ft. that require a plan check, and some other listed projects. Local agencies are required to report their water efficient requirements. The model ordinance also includes various standards for plant types, irrigation designs, landscape maintenance, and efficient water system types (California Department of Water Resources, 2015)

#### SWRCB CONSTRUCTION GENERAL PERMIT

Requires all construction activities that disturb one or more acres of land to comply with SWRCB Construction General Permits.

### **Local/Regional Regulations**

#### NORTH COAST REGIONAL WATER QUALITY CONTROL BOARD

The North Coast RWQCB monitors all water sources and systems within its boundaries. The NCRWQCB is responsible for creating a basin plan, which is the master water quality control planning document. The North Coast basin plan was adopted by the State Water Resources Control Board as well as the EPA. The NCRWQB also regulates agricultural land, dairy, cannabis, and other pollution sources.

#### SISKIYOU COUNTY CLIMATE ACTION PLAN

The County created a Climate Action Plan that contains background information on water resources in the county. The first goal of the plan is to "promote source water quality and quantity through land use protections, ecosystem restoration, and water conservation" (Mount Shasta Bioregional Ecology Center, 2014).

#### SISKIYOU COUNTY GROUNDWATER MANAGEMENT ORDINANCE

Gathers information and monitors the groundwater resources in the county through a permit process. Requires a permit to extract groundwater, directly or indirectly, based on the provisions listed in the ordinance.

#### 4.9.1.2. EXISTING CONDITIONS

The City of Weed is located in the North Coast Hydrologic Region, which is comprised of approximately 62 water basins. Weed is located within the Shasta Valley Groundwater Basin, which is located along the west side of the Shasta Valley, and is 82 square miles. Weed is specifically located in Klamath River Drainage in the Shasta River Watershed. Mount Shasta is the main water supplier to the Klamath River, which is one of California's largest river systems.

### **Groundwater & Water Supply**

The City of Weed depends greatly on spring water but also utilizes groundwater. The City extracts water from two wells and one spring: Mazzei Well, Gazelle Well, and Upper Beaughan Springs. The Gazelle Well is used as a backup, emergency water source due to the presence of sulfur-reducing bacteria which cause odor and taste issues (Municipal Services Review Report, 2011). Current water use in Weed is around 1.6 MGD, while the maximum capacity from all three water sources is 2.1 MGD, making Weed at around 75 percent of its total water supply. The 2003 Water Master Plan identifies improvements to increase the water capacity of the City as well as to improve the municipal water system.

With climate change and the current drought in California, there are some predicted impacts to water sources. With less snowfall, there will be more uncertainty regarding reliable spring and groundwater sources. Similarly, glaciers on Mount Shasta are an important source of water storage throughout the year, creating constant glacial melt which recharges groundwater and spring systems. Current trends may have these glaciers melt within 100 years, creating significant implications for freshwater security in Weed and through California (Siskiyou County Climate Adaptation Plan, 2014). Renew Siskiyou: A Road Map to Resilience is the county's Climate Adaptation Plan which includes information regarding conditions of the County's water resources and provides future conservation practices and water protection measures.

### **Drought**

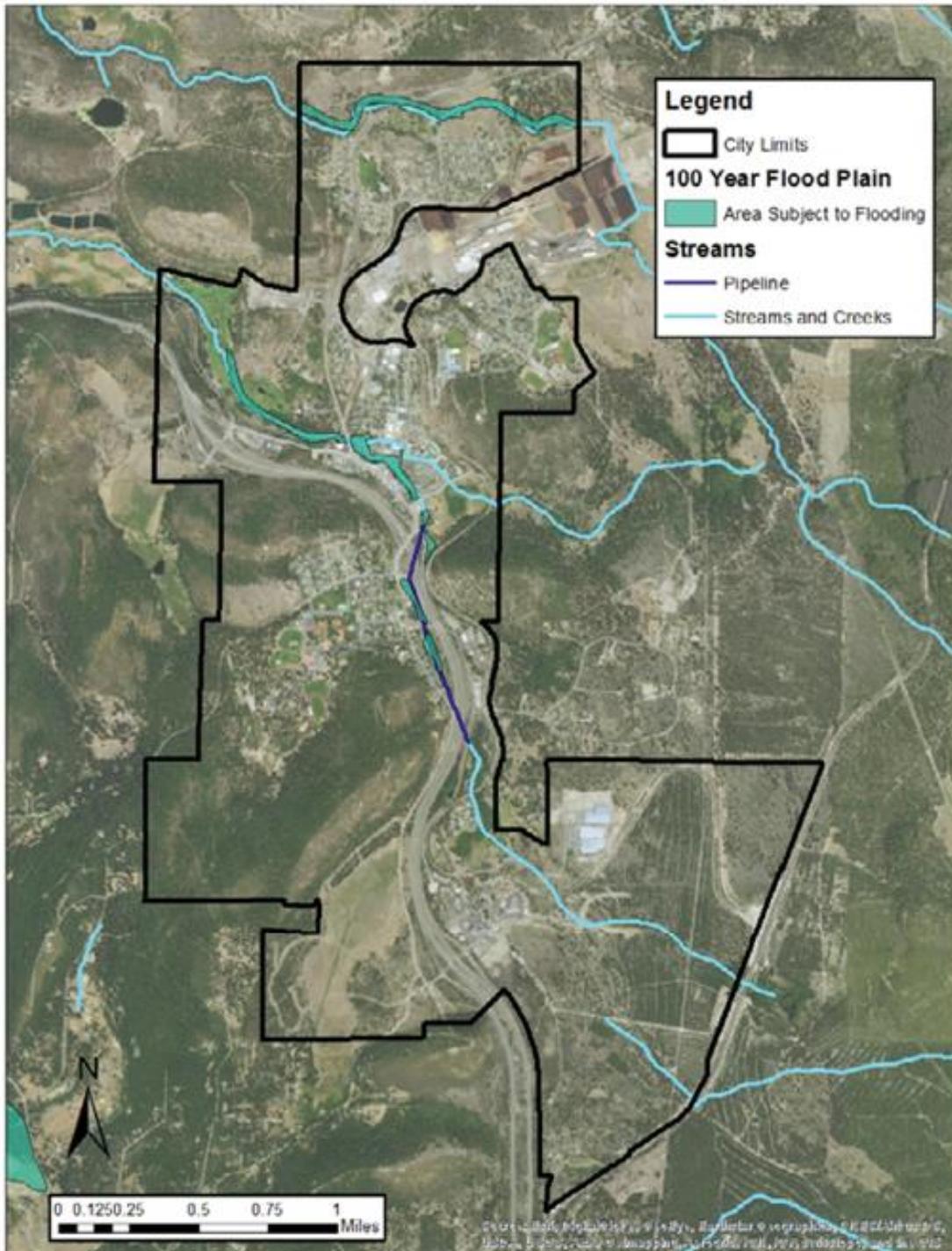
California is in the fifth consecutive year of drought conditions. According to the National Integrated Drought Information System (NIDIS), the majority of California has at least some form of drought conditions. Siskiyou County, the City of Weed, and the northwest area of California are currently in an area listed as having no drought (NIDIS, 2016). While Weed is not experiencing similar drought conditions as other parts of California, 70% of California's

water supply is from Northern California, creating tremendous water pressures from southern California and causing areas in Northern California to experience the consequences of drought conditions elsewhere in the state (Siskiyou County Climate Adaptation Plan, 2014).

## **Flooding**

There are portions of Weed that are located within the 100-year flood zone and the 200-year flood zone (FIRM, 2011). The identified flood zones are primarily along the Boles Creek corridor, which are identified as “Zone A” areas, meaning the base flood elevations needs to be determined in these areas. The major flood hazard in the City is due to excessive rainfall leading to riverine flooding. There are also areas in the city that fall within the 200-year flood zone due to urban storm water runoff from more industrial and impervious areas in the northern portion of Weed. The flood zones are detailed in Map 4.9-1.

Map 4.9-1: Flood Zones within the City of Weed



## Flood Map

Safety Element

Source: City of Weed, 2015

## Wastewater

The City of Weed maintains a collection system to the residents and businesses within the city, which includes two wastewater treatment facilities. There are approximately 2,947 residents that generate about 0.45 million gallons of sewage per day (MGD) during dry periods and about 1 MGD during wet periods. Weed established a Sewer System Management Plan in 2013 to prevent sewer system overflows (SSOs) pursuant to the SWRCB requirements. The wastewater system in Weed has been continuously updated to meet state standards and is in fair condition (Municipal Services Review Report, 2011).

## Water Quality

The City of Weed's municipal water source is primarily gravity-fed, ice-cold spring water that does not need to be treated prior to entering the municipal system due to the high quality of the water (Siskiyou County Climate Adaptation Plan, 2014). Water quality is monitored by the North Coast RWQCB in accordance with the Porter-Cologne Water Control Act. The main sources of water quality issues for water sources in the North Coast region are agricultural lands, cannabis farming, dairy production, and timber operations.

### AGRICULTURAL LANDS

North Coast RWQCB established an Agricultural Lands Discharge Program to address issues with water quality from agriculture byproducts such as fertilizers, pesticides, erosion, and removal of riparian vegetation. This program meets state requirements of the California Water Code, Total Maximum Daily Loads, and other regulations listed in the regulations section.

### CANNABIS FARMING

Cannabis cultivators with 2,000 square feet or more of cannabis are required to enroll in a regulatory program, as well as smaller cultivators that pose a threat to water quality. Pesticides, erosion, and fertilizers are a major threat to water quality from cannabis farming.

### DAIRY AND CAFOS

NCRWQCB regulates water quality compliance for dairies and other concentrated animal feeding operations (CAFO), which is a program that contains specific Waste Discharge Requirements and includes a permit for the National Pollution Discharge Elimination System due to the point source nature of these operations.

### TIMBER HARVESTING

Timber harvesters are required to comply with established Waste Discharge Requirements. Pollutants associated with timber harvesting are typically increased sediment load, water temperature, and erosion.

## 4.9.2. Standards of Significance

### 4.9.2.1. CEQA THRESHOLDS

Based on the significance criteria listed in Appendix G of the CEQA Guidelines, the construction and operation of the project is considered to have a significant impact if it would:

1. Violate any water quality standards of waste discharge requirements;
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (I.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted);
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site;
4. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- off-site;
5. Create or contribute runoff water which would exceed the capacity of existing or planning storm-water drainage systems or provide substantial additional sources of polluted runoff;
6. Otherwise substantially degrade water quality;
7. Place housing within a 100-year flood hazard area that would impede or redirect flood flows;
8. Place structures within a 100-year flood hazard that would impede or redirect flood flows;
9. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam; or
10. Inundation by seiche, tsunami, or mudflow.

### 4.9.2.2. METHODOLOGY

To determine potential impacts the Plan on hydrology and water quality, the following methods were used:

1. Analyze existing inhabited areas and preferred growth areas in the City of Weed 2040 General Plan for potential conflicts with existing policies and programs listed in 4.9.2.1.
2. Identify proposed policies and programs in the Plan that would potentially minimize or mitigate any identified conflicts resulting from the implementation of the Plan.

### 4.9.3. Impact Discussion

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**HY-1**      The proposed Plan would result in **less-than-significant** impacts regarding violating any water quality standards of waste discharge requirements.

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Future development associated with the build out of the proposed Plan could negatively affect the water quality of surface waters. Construction activities, which include grading, excavation, and other earthmoving activities, would expose soils, which can be eroded and deposited into nearby water sources. Increased sedimentation and turbidity from storm water runoff leads to lower oxygen levels and increased algal growth, which could harm aquatic life. Development from the proposed Plan is required to comply with State and local water quality regulations that are designed to protect water quality during construction. All future projects will be subject to CEQA review, and those that disturb more than one acre of land are required to obtain a Storm Water Pollution Prevention Permit (SWPPP) in accordance with the NPDES General Permit. The SWPPP would include Best Management Practices (BMPs), which include construction timing, spill prevention, and clean-up plans that would meet or exceed required measures for the General Permit. Implementation of SWPPP and the use of BMPs during the construction phase of future projects would not cause or contribute to the degradation of water quality of receiving waters, and would reduce the impacts to less than significant.

Post-construction impacts to water quality and waste discharge are due to an increase of impervious surfaces creating changes to storm water amount and quality. An increase of impervious surfaces also leads to an increase of pollutants that enter storm water runoff. Urban runoff can potentially carry oil and grease, metals, sediment, pesticide and chemical residues from roadways, parking lots, and rooftops, depositing them into nearby waterways. Stormwater runoff is regulated by the North Coast RWQCB under the Municipal Storm Water Permitting Program, which regulates discharges from Weed in the Phase II MS4 Permit. This permit contains a variety of post-construction measures such as site design, low impact development, and source control, all of which have various measures within each category (SWRCB, 2013). Incorporating these measures into future projects will reduce and potentially improve existing stormwater runoff conditions.

Complying with the standards and regulations will prevent the proposed Plan to violate any water quality standards related to waste discharge. Individual projects are also required to undergo CEQA analysis and mitigations. Policies and programs in the Plan also aim to reduce the impacts of future development on water quality through:

#### **POLICY CO 2.1.1**

The City shall provide residents with access to clean and healthy water.

**PROGRAM CO 2.1.1.2**

Quickly and effectively clean hazardous material spills and ensure that water sources are unaffected.

**POLICY CO 5.2.2**

The City shall plant large canopy shade trees where appropriate and with consideration to natural habitats and water conservation goals, to maximize environmental benefits.

**PROGRAM CO 5.2.2.1**

Integrate urban forestry into the City by planting trees and managing storm runoff.

**POLICY PF 2.1.2**

The City shall require drainage improvements for new development in order to mitigate on-site and off-site drainage impacts attributable to new development.

**POLICY SF 3.2.3**

Enforce measures to minimize soil erosion and volume and velocity of surface runoff both during and after construction through application of the erosion control guidelines.

**PROGRAM SF 3.2.3.1**

Require future projects to calculate the change in storm runoff due to new development, and mitigate significant impacts.

**PROGRAM SF 3.2.3.2**

Require that best practices for erosion during construction be followed for all construction projects.

**Applicable Regulations:**

- Clean Water Act (CWA)
- The Porter-Cologne Water Quality Control Act
- Safe Drinking Water Act (SDWA)
- State Water Resources Control Board
- North Coast RWQCB Water Quality Control Plan

**Significance Before Mitigation:** Less than Significant

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<b>HY-2</b>	The proposed Plan would result in <b>less-than-significant</b> impacts regarding substantially depleting groundwater supplies or interfering substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table.
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The future development proposed by the Plan would result in an increase in impervious surfaces which may interfere with the groundwater recharge. However, regulations of

stormwater mentioned in HY - 1 require various measures that aim to improve on-site retention and drainage improvements.

The future growth of the Plan also increases the demand of water usage through the increase in population and development. Weed is located in the Shasta Valley Groundwater Basin, specifically in the Klamath River Drainage. As mentioned in existing conditions, Weed depends on spring water as well as groundwater, reducing the impact on groundwater supplies. Moreover, water supplies are currently abundant in Siskiyou County, allowing for sufficient groundwater recharge. The National Integrated Drought Information System (NIDIS) has Siskiyou County and Weed in a region of no drought conditions. While the climate and the future of water supply are uncertain, the many policies and programs within the Plan have measures to protect the water supply.

**POLICY CO 1.1.1**

The City shall comply with the Urban Water Conservation Act

PROGRAM CO 1.1.1.2

Develop water conservation goals that are consistent with water reduction targets of the State.

**POLICY CO 1.1.2**

The City shall comply with Assembly Bill 2572.

PROGRAM CO 1.1.2.2

Enforce ordinance for water reduction through water meter evaluation.

**POLICY CO 1.2.1**

Adopt a landscape water ordinance to limit both public and residential landscape water use.

PROGRAM CO 1.2.1.1

Conduct a water use assessment in order to identify feasible areas to reduce water consumption.

PROGRAM CO 1.2.1.2

Reduce turf grass and replace with drought tolerant plants.

**POLICY CO 1.2.2**

Comply with California Green Building Code Standards for residential water fixtures.

PROGRAM CO 1.2.2.1

Require that low-flow water fixtures be installed during alterations or improvements to single-family residential buildings by January 2018.

PROGRAM CO 1.2.2.2

Require updates to plumbing fixtures during alterations or improvements to multifamily residential buildings by January 2019.

**PROGRAM CO 1.2.2.3**

Demonstrate leadership in water conservation through the installation of low-flow water conserving fixtures in public facilities.

**PROGRAM CO 1.2.2.4**

Seek grant-funding opportunities to support residential water conservation. Policy PF 1.1.1 The City shall undertake an assessment of all water storage and water supply sources owned by the City

**Application Regulations:**

- Groundwater Management Act
- Groundwater Elevation Monitoring Program Act
- Urban Water Conservation Act
- Water Conservation Act (SB X7-7)
- SB610 and SB 221 (Urban Water Management Requirements)
- AB 2572 (Water Metering Requirements)
- Model Landscape Ordinance (AB1881)
- Siskiyou County Groundwater Management Ordinance
- Siskiyou County Climate Adaptation Plan

**Significance Before Mitigation: Less than Significant**

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**HY – 3** Build-out of the proposed Plan would result in **less-than-significant** impacts regarding substantially altering the existing drainage pattern of the site or area in a manner which would result in substantial erosion or siltation on- or off-site.

---

Development of the proposed Plan would involve vegetation removal, earth excavation and grading, and the construction of new structures. These activities could have an impact on the drainage pattern through an increase in erosion from construction activities and an increase in impervious surfaces. However, as mentioned in HY – 1, erosion control measures will be implemented and regulated from the SWPPP for any proposed project greater than one acre. Individual projects will also mitigate any on- or off-site erosion impacts through project-level CEQA. The following policies and programs will also aid in mitigating erosion impacts to the drainage pattern:

**POLICY CO 3.2.1**

Promote infill development that lessens the impacts of community growth on natural habitats.

PROGRAM CO 6.1.1.2

Maintain strong oversight of CEQA impact mitigations.

**POLICY LU 2.1.1**

Prioritize infill development within key growth areas

**POLICY PF 2.1.2**

The City shall require drainage improvements for new development in order to mitigate on-site and off-site drainage impacts attributable to new development.

**POLICY PF 2.1.3**

The City shall promote flood protection improvements along Boles Creek.

**POLICY SF 3.2.3**

Enforce measures to minimize soil erosion and volume and velocity of surface runoff both during and after construction through application of the erosion control guidelines.

PROGRAM SF 3.2.3.2

Require that best practices for erosion during construction be followed for all construction projects.

**Applicable Regulations:**

Clean Water Act

State Updated Model Landscape Ordinance (AB 1881)

State Water Resources Control Board’s 303(d) list

North Coast Water Quality Control Plan

**Significance Before Mitigation: Less than Significant**

---

**HY – 4** Implementation of the proposed Plan would result in **less-than-significant** impacts regarding substantially altering the existing drainage pattern of the site or areas or substantially increasing the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.

---

Build-out of the proposed General Plan will increase the amount of impervious surfaces within the City. Drainage patterns have the potential to be altered through an increase in the rate and volume of stormwater runoff due to the increase in impervious surfaces. Under the Phase II MS4 stormwater permit regulated by the North Coast RWQCB, post-construction measures are required to reduce the impact of a loss of pervious surfaces, including LID, site design, and source control. In addition, the following General Plan policies and programs will mitigate this impact further, creating a less than significant impact:

**POLICY CO 1.1.1**

The City shall comply with the Urban Water Conservation Act

PROGRAM CO 1.1.1.3  
Update the Water Master Plan

**POLICY CO 3.2.1**

Promote infill development that lessens the impacts of community growth on natural habitats.

**POLICY CO 5.2.2**

The City shall plant large canopy shade trees where appropriate and with consideration to natural habitats and water conservation goals, to maximize environmental benefits.

PROGRAM CO 5.2.2.1

Integrate urban forestry into the City by planting trees and managing storm runoff.

**POLICY LU 2.1.1**

Prioritize infill development within key growth areas

**POLICY PF 2.1.2**

The City shall require drainage improvements for new development in order to mitigate on-site and off-site drainage impacts attributable to new development.

**POLICY PF 2.1.3**

The City shall promote flood protection improvements along Boles Creek.

**POLICY SF 3.2.3**

Enforce measures to minimize soil erosion and volume and velocity of surface runoff both during and after construction through application of the erosion control guidelines.

PROGRAM SF 3.2.3.1

Require future projects to calculate the change in storm runoff due to new development, and mitigate significant impacts.

**Applicable Regulations:**

National Flood Insurance program  
The Cobey-Alquist Floodplain Management Act  
2007 Flood Legislation  
California Uniform Building Code  
SWRCB Construction General Permit

**Significance Before Mitigation:** Less than Significant

---

**HY – 5** Build-out of the proposed Plan would result in **less-than-significant** impacts regarding creating or contributing runoff water which would exceed the capacity of existing or planning storm water

drainage systems or provide substantial additional sources of polluted runoff.

As mentioned in the impact discussions above, an increase in impervious surfaces from the development of the Plan could result in an increase in stormwater runoff and pollutants within the stormwater, which could exceed the capacity of existing or planning stormwater drainage systems. The increased pollutants include oil and grease, metals, sediments, and pesticides from the increase in roadways, parking lots, rooftops, and other impervious surfaces. The water quality from stormwater runoff is regulated by the North Coast RWCQB and the municipal stormwater requirements in the Phase II MS4 Permit that were set by the regional water board. As mentioned before, some of the requirements in the Permit result in the incorporation of low-impact development techniques, site design recommendations, and source control measures. These requirements and design features aid in offsetting the potential increase in stormwater from the loss of pervious surfaces.

The City of Weed maintains two waste water facilities that provide service its residents. Future growth of the population and increases in development will require Weed to determine if capacity increases are necessary pursuant to the SWQCB. Weed established a Sewer System Management Plan in 2013 to prevent sewer system overflows (SSOs) pursuant to the SWRCB requirements. Furthermore, individual projects will undergo project-level CEQA analysis to determine if they impact stormwater. Policies and programs that would further reduce in impacts of development of the Plan are:

**POLICY CO 5.2.2**

The City shall plant large canopy shade trees where appropriate and with consideration to natural habitats and water conservation goals, to maximize environmental benefits.

**PROGRAM CO 5.2.2.1**

Integrate urban forestry into the City by planting trees and managing storm runoff.

**POLICY PF 1.1.1**

The City shall undertake an assessment of all water storage and water supply sources owned by the City

**POLICY PF 1.1.2**

The City shall strive to maintain adequate water capacity for residents and businesses. New development should only be permitted when water services can be provided without threatening the level of service to the rest of the City.

**POLICY PF 2.1.2**

The City shall require drainage improvements for new development in order to mitigate on-site and off-site drainage impacts attributable to new development.

**POLICY PF 2.1.3**

The City shall promote flood protection improvements along Boles Creek.

**PROGRAM PF 2.1.3.1**

Apply for flood protection funds from State and Federal agencies and, if necessary, coordinate with adjacent property owners to complete flood protection improvements along Boles Creek.

**POLICY SF 3.2.3**

Enforce measures to minimize soil erosion and volume and velocity of surface runoff both during and after construction through application of the erosion control guidelines.

**PROGRAM SF 3.2.3.1**

Require future projects to calculate the change in storm runoff due to new development, and mitigate significant impacts.

**Applicable Regulations:**

- Clean Water Act
- North Coast Water Quality Control Plan
- National Pollutant Discharge Elimination System

**Significance Before Mitigation:** Less than significant

**HY – 6** Build-out of the proposed Plan would result in **less-than-significant** impacts regarding otherwise substantially degrading water quality.

The principle sources of pollution that would degrade water quality from the proposed Plan, as mentioned previously, would be oil and grease, metals, sediment, and chemicals from various roadways, parking lots, rooftops, and other impermeable surfaces. The Plan will comply with the various federal, state, and local water quality and stormwater regulations, as well as establish the various programs and policies mentioned in HY 1-5 above, which will all assure the build-out of the General Plan will not substantially degrade water quality.

**Applicable Regulations:**

- Clean Water Act (CWA)
- Water Quality Control Plan for the Tulare
- Safe Drinking Water Act

**Significance Before Mitigation:** Less than Significant

**HY – 7** Build-out of the proposed Plan would result in **less-than-significant** impacts regarding placing housing within a 100-year flood hazard

area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.

There are areas in the City that are mapped as within a 100-year flood zone, primarily along Boles Creek. The City of Weed, however, has established a Floodplain Management Ordinance 16.20 which seeks to minimize public and private losses due to flood conditions. This limits the construction and location of structures based on FEMA Flood Maps, provides standards for construction which comply with FEMA Flood Insurance Program, and prohibits new construction in floodways. From this and the programs and policies in the proposed General Plan listed below, there will be less than significant impact in regards to placing housing in a 100-year flood hazard area.

**POLICY PF 2.1.3**

The City shall promote flood protection improvements along Boles Creek.

PROGRAM PF 2.1.3.1

Apply for flood protection funds from State and Federal agencies and, if necessary, coordinate with adjacent property owners to complete flood protection improvements along Boles Creek.

**POLICY SF 3.2.1**

Prohibit development in the 100-year flood zone unless mitigation measures meeting Federal Flood Insurance Administration criteria are provided.

PROGRAM SF 3.2.1.1

Distinguish if future development is in the 100-year flood zone during project design review and decline approval for development in 100-year flood zones without mitigation.

**POLICY SF 3.2.2**

Continue to participate in the National Flood Insurance program.

**Applicable Regulations**

National Flood Insurance Act

The Cobey-Alquist Floodplain Management Act

**Significance Before Mitigation:** Less-than-significant

---

**HY – 8** Build out of the proposed Plan would result in **no impact** regarding placing within a 100-year flood hazard area structures which would impede or redirect flood flows.

---

The proposed General Plan development will be subject to the established Floodplain Management Ordinance which mitigates this impact, as well as the policies and programs in the proposed Plan listed below:

**POLICY PF 2.1.3**

The City shall promote flood protection improvements along Boles Creek.

**PROGRAM PF 2.1.3.1**

Apply for flood protection funds from State and Federal agencies and, if necessary, coordinate with adjacent property owners to complete flood protection improvements along Boles Creek.

**POLICY SF 3.2.1**

Prohibit development in the 100-year flood zone unless mitigation measures meeting Federal Flood Insurance Administration criteria are provided.

**PROGRAM SF 3.2.1.1**

Distinguish if future development is in the 100-year flood zone during project design review and decline approval for development in 100-year flood zones without mitigation.

**POLICY SF 3.2.2**

Continue to participate in the National Flood Insurance program.

**Applicable Regulations:**

National Flood Insurance Act

The Cobey-Alquist Floodplain Management Act

**Significance Before Mitigation:** No impact

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**HY – 9** Build out of the proposed Plan would result in **no impacts** regarding exposing people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.

---

As mentioned previously, the Floodplain Management Ordinance will prevent the risk of loss, injury, or death from the implementation of the Plan regarding flooding. There are no upstream dams near the City of Weed, creating no risk of flooding from dam failure.

**POLICY PF 2.1.3**

The City shall promote flood protection improvements along Boles Creek.

**PROGRAM PF 2.1.3.1**

Apply for flood protection funds from State and Federal agencies and, if necessary, coordinate with adjacent property owners to complete flood protection improvements along Boles Creek.

**POLICY SF 3.2.2**

Continue to participate in the National Flood Insurance program.

**Applicable Regulations:**

The National Flood Insurance Act

The Cobey-Alquist Floodplain Management Act

Clean Water Act

Siskiyou County Climate Adaptation Plan

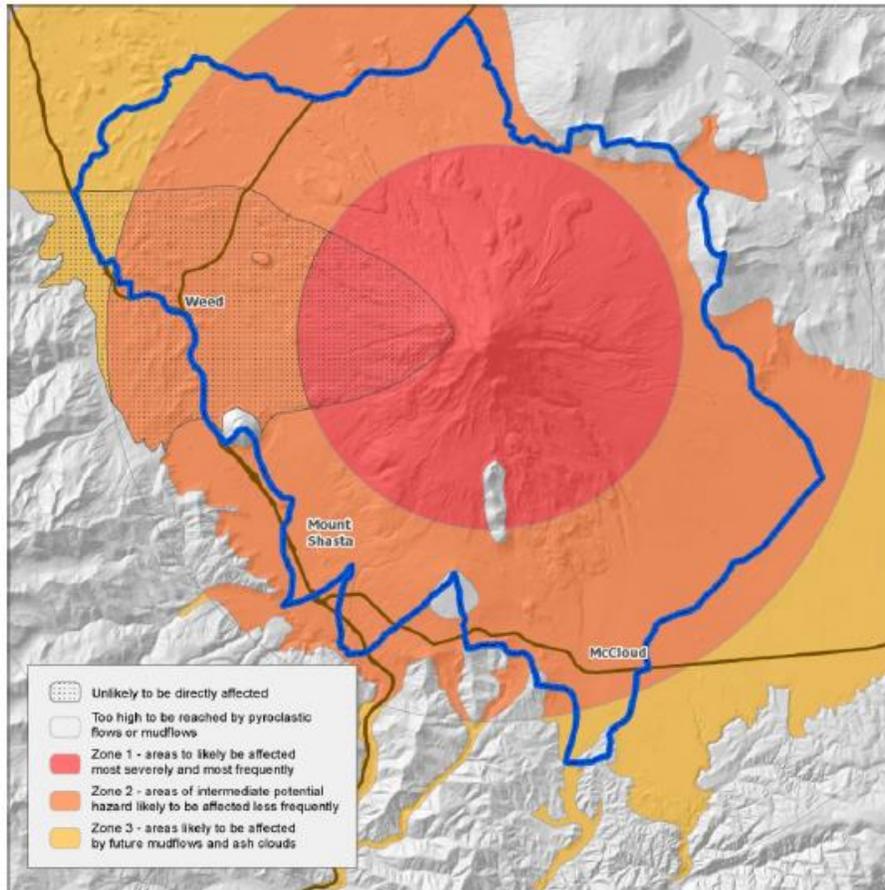
**Significance Before Mitigation:** No impact

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**HY – 10** Build-out of the proposed Plan would result in a **less-than-significant** impact regarding inundation by seiche, tsunami, or mudflow.

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The City of Weed is not at risk from tsunamis, including factoring in sea level rise. Similarly, there are no large bodies of water within or near the City which would create risk of inundation by a seiche. Mudflows are a hazard for the City due to the proximity of volcanic activity on Mount Shasta. The mudflow hazard to the City is minimized due to the distance from Mount Shasta. Map 4.9-2 demonstrates the City is located in an area of intermediate potential for debris flows, which are likely to be affected less frequently. From this, and the policies and programs listed below that serve to protect the City from a hazardous event such as a mudflow, the implementation of the Plan would have a less than significant impact.

*Map 4.9-2: Pyroclastic Locations Surrounding Weed*

Source: United States Department of Agriculture

#### PROGRAM SF 2.1.1.2

Establish procedures for safe, prompt, and orderly evacuation, locations of safe meeting areas, emergency supplies including food, water, and medical supplies, and general emergency protocol.

#### PROGRAM SF 2.1.1.3

Map all emergency response facilities and main infrastructure arterials. Work with service providers and emergency professionals to allocate appropriate primary and secondary facilities for use following a disaster

#### PROGRAM SF 2.1.1.4

Increase community awareness of the Emergency Response Plan and its procedures through accessible information on the City's website and pamphlets.

### **POLICY SF 2.1.1**

Collaborate with Siskiyou County in the development of a Disaster and Emergency Preparedness Plan to prepare for natural and human caused emergencies, disasters, and

accidents including the threats of fire, flood, storms, earthquakes, landslides, and volcanic activity.

**PROGRAM SF 2.1.1.1**

Coordinate the procedures of the Weed Volunteer Fire Department and The Weed Police Department. When an update is required, coordinate with Siskiyou County and the Disaster and Emergency Preparedness Plan.

**PROGRAM SF 2.1.1.5**

Increase community awareness by delineating areas at high risk of contamination, landslides, hazardous waste sites, and high fire risk zones.

**Applicable Regulations:**

Siskiyou County Climate Adaptation Plan

**Significant before Mitigation:** Less than Significant

## 4.9.4. Summary of Potential Impacts and Mitigation Measures

There are no mitigation measures required for water quality and hydrology, as all impacts are less-than-significant.

## 4.9.5. References

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## 4.10. LAND USE

Would the Proposed Plan:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
1. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 4.10.1. Environmental Setting

The City of Weed is located in Siskiyou County at the junction of Interstate 5 and U.S. Route 97, approximately 30 miles south of Yreka, the County Seat. The population, as of the 2010 U.S. Census, was 2,967. Currently, the California Department of Finance estimates a population of similar size, or approximately 2,700 people. It is estimated that the City's population decreased by nearly 9 percent due to the immensely destructive Boles Fire of 2014.

The City of Weed encompasses 4.8 square miles, and has a Sphere of Influence (SOI) of 28 square miles of unincorporated land, designated by the Siskiyou Local Agency Formation

Commission. Nearby unincorporated communities include Black Butte, Carrick, and Edgewood.

Land Uses occurring within the City of Weed include residential, commercial, industrial, circulation, public facilities, open space, and vacant land. The General Plan will provide the direction and guidance for future land use designations in the City of Weed.

#### 4.10.1.1. REGULATORY FRAMEWORK

### **State Regulations**

#### GOVERNMENT CODE §65300-65303

Each city will prepare a comprehensive, long-term general plan which includes mandatory elements and directs future growth and development.

#### GOVERNOR'S OFFICE OF PLANNING AND RESEARCH (OPR)

The land use element of the general plan must identify and describe land uses within planning boundaries, including location and allowable density and intensity of use. A sufficient number of land use categories will be contained in the plan to distinguish between allowable uses in a given location. The land use element of the general plan will be particularly useful in guiding decision-making related to zoning, subdivision, and public works.

#### SPHERE OF INFLUENCE

The Cortese-Knox Act (1986) established a Local Agency Formation Commission (LAFCO) in each county in California with the authority to review, approve, or deny proposals for boundary changes or incorporations in cities, counties, or special districts. LAFCOs establish a "sphere of influence" for cities within their jurisdiction. The sphere of influence (SOI) describes probable future service areas and physical boundaries.

### **Local and Regional Regulations**

#### GENERAL PLAN

The Draft City of Weed 2040 General Plan Land Use Element's goals, objectives, policies, and programs will be consistent with other elements, and all development within the City will conform to the General Plan.

#### CITY OF WEED MUNICIPAL CODE

The Municipal Code of the City of Weed includes the Zoning Ordinance (Title 18), responsible for the execution of the Land Use Element of the General Plan for the city's physical development.

#### SISKIYOU COUNTY COMPREHENSIVE LAND & RESOURCE MANAGEMENT PLAN

The Siskiyou County Comprehensive Land & Resource Management Plan describes ethnic and cultural populations within Siskiyou County in terms of distinct uses of land, economic activity, and common actions. The purpose of the Plan is to advise federal and state agencies when proposed actions may have physical, social, or economic impacts on the County or its citizens, particularly cultural populations, in managing and regulating resources. The information is intended to prevent actions which would diminish a cultural group's ability to prosper. Land use in the City of Weed is impacted by the Plan's requirement that state or federal agencies must coordinate with county agencies when administering, regulating, or managing lands or natural resources within the County.

#### SISKIYOU COUNTY GENERAL PLAN

The Siskiyou County General Plan Land Use Element's policies will impact the Weed as actions at the County-level take place within the City's SOI.

#### SISKIYOU COUNTY STRATEGIC PLAN

The 2008 Siskiyou County Strategic Plan encourages the update of the County General Plan as a strategy for guiding future growth and land use. Collaboration that takes place between communities and the County Board of Supervisors will inform the Siskiyou County General Plan update.

#### SISKIYOU COUNTY REGIONAL TRANSPORTATION PLAN

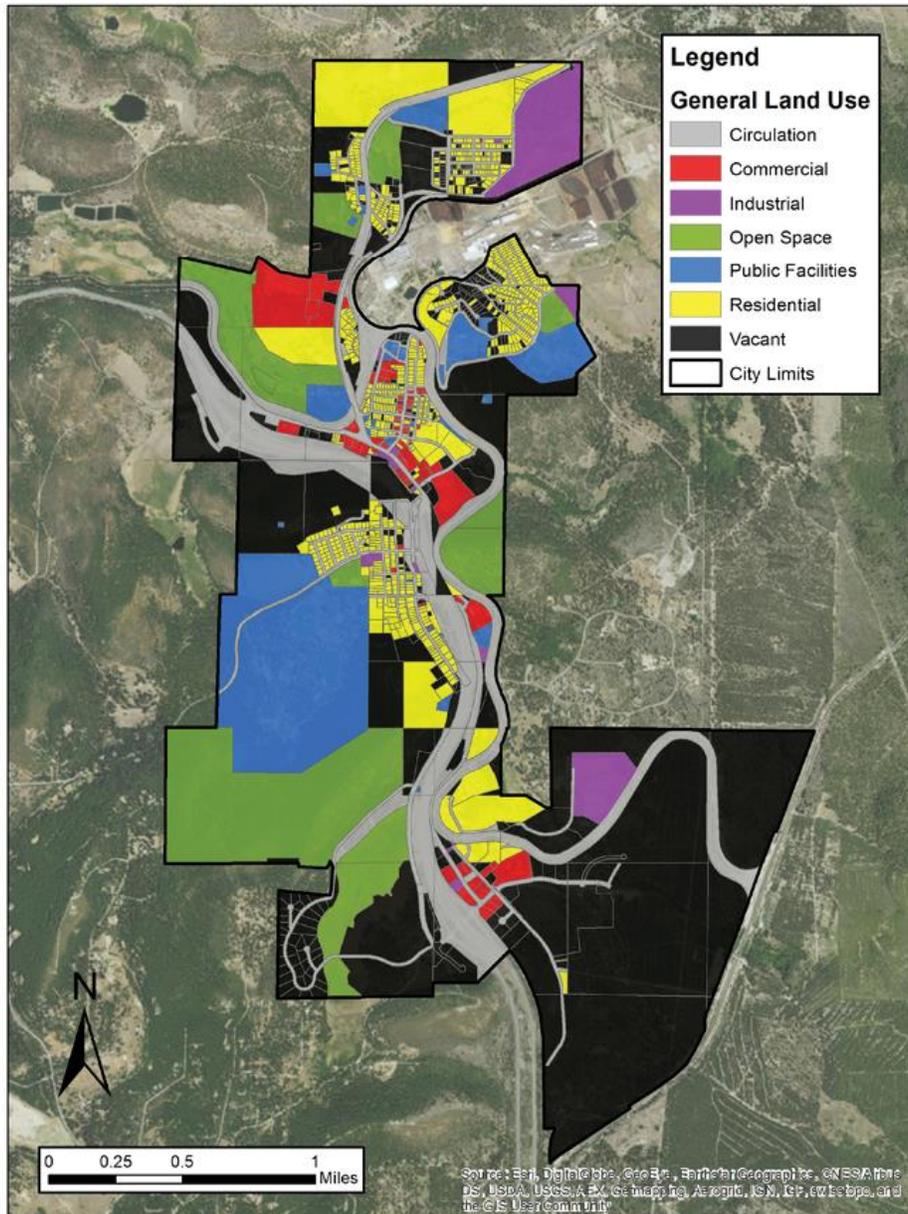
The 2010 Siskiyou County Regional Transportation Plan serves as a guide for transportation investments within the County over a 20-year period. The Plan impacts future land use in the City of Weed in the areas surrounding U.S. Route 97 and Interstate 5.

#### 4.10.1.2. EXISTING CONDITIONS

A land use inventory of the City of Weed was conducted in October, 2015. A visual survey categorized the existing 1,473 parcels into residential, commercial, industrial, circulation, open space, and vacant land uses. As mentioned in Chapter 3 of this Final EIR, the City of Weed is located near the base of Mount Shasta, and is bisected by Interstate 5. The two unincorporated communities of Black Butte and Carrick, to the southeast and northeast, respectively, are located within the City of Weed's SOI. The City Limits encompass 4.8 square miles (3,077 acres), and the SOI encompasses 28 square miles (17,920 acres).

Map 4.10-1 shows the distribution of primary land uses within the City of Weed.

Map 4.10-1 Distribution of Primary Land Uses



## General Land Use Map

Land Use Element

Source: Cal Poly Land Use Inventory, 2015

## Distribution of Existing Land Uses

Table 4.10-1 indicates the acreage of major land use categories in Weed. As shown below, the greatest existing land use is undeveloped, vacant land (39 percent). Approximately 370 acres (12 percent) is dedicated to residential land use, and about 100 acres is dedicated to each, commercial and industrial uses. Another 550 acres (18 percent) is in circulation use (roads and other rights of way) and 330 acres (14 percent) is in open space use.

*Table 4.10-1 Distribution of Land Uses within City Limits*

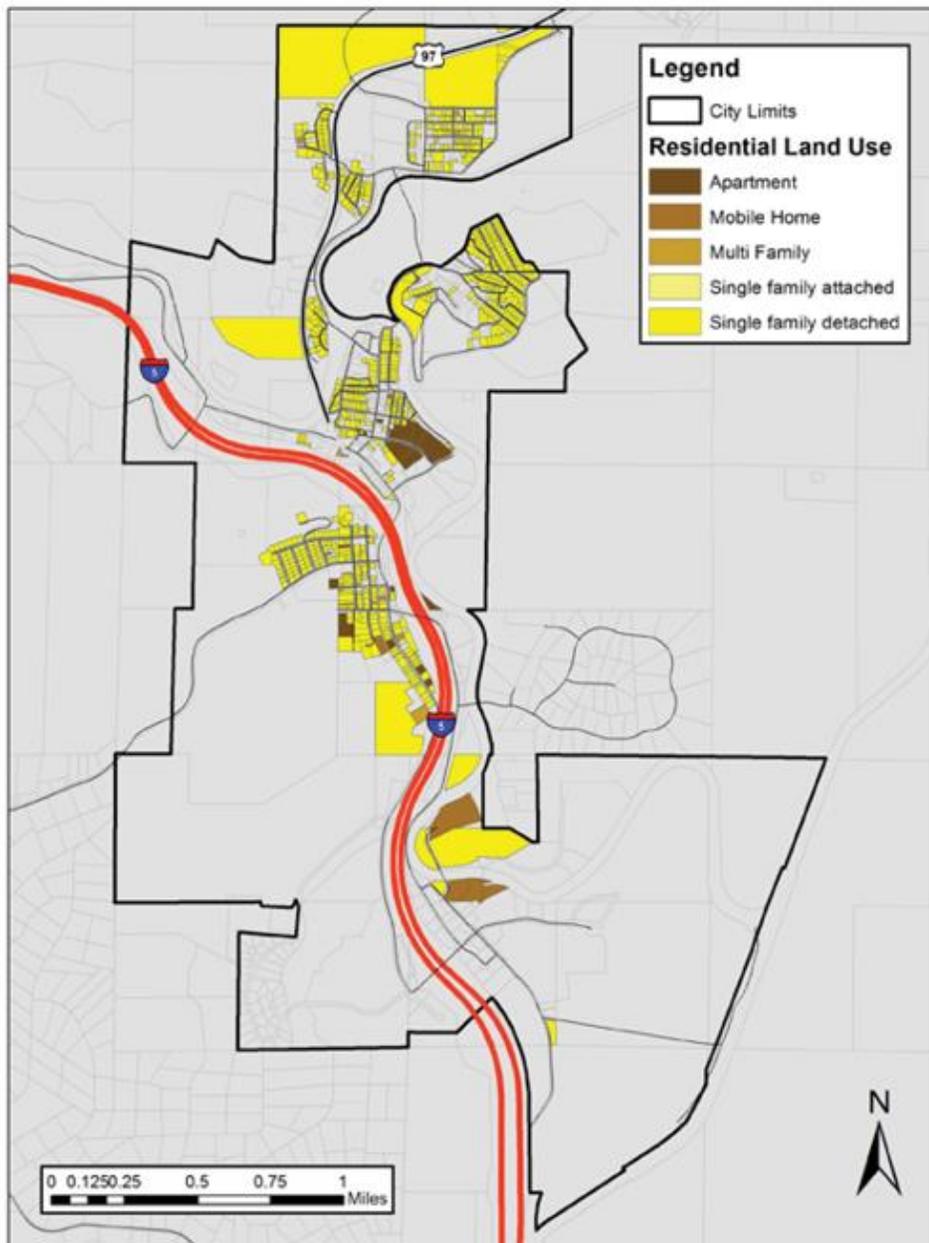
	Acres (Approximate)	Percent of Total Acreage
<b>Residential</b>	371	12
<b>Commercial</b>	103	3
<b>Industrial</b>	101	3
<b>Circulation</b>	550	18
<b>Public Facilities</b>	334	11
<b>Open Space</b>	435	14
<b>Vacant Land</b>	1,183	39

### RESIDENTIAL

Residential land uses occur primarily in the northern and central parts of the City, on either side of Interstate 5 (I-5). Neighborhoods are centralized around the City's grid circulation network. Neighborhoods are found near Main Street, surrounding Davis Avenue and College Avenue, and north of Broadway Avenue. Non-linear growth has occurred within the City and many neighborhoods are separated by vacant land or major roadways.

Residential properties occupy approximately 370 acres, or 12 percent of the land in Weed. Single-family detached residential uses account for more than 94 percent of parcels in residential use overall. Mobile Home uses account for another 2 percent of parcels in residential use. Single-family attached, multifamily, and apartment uses account for the remaining parcels. Map 4.10-2 shows the distribution of residential land uses in Weed.

Map 4.10-2 Distribution of Residential Land Uses



## Residential Land Use Map

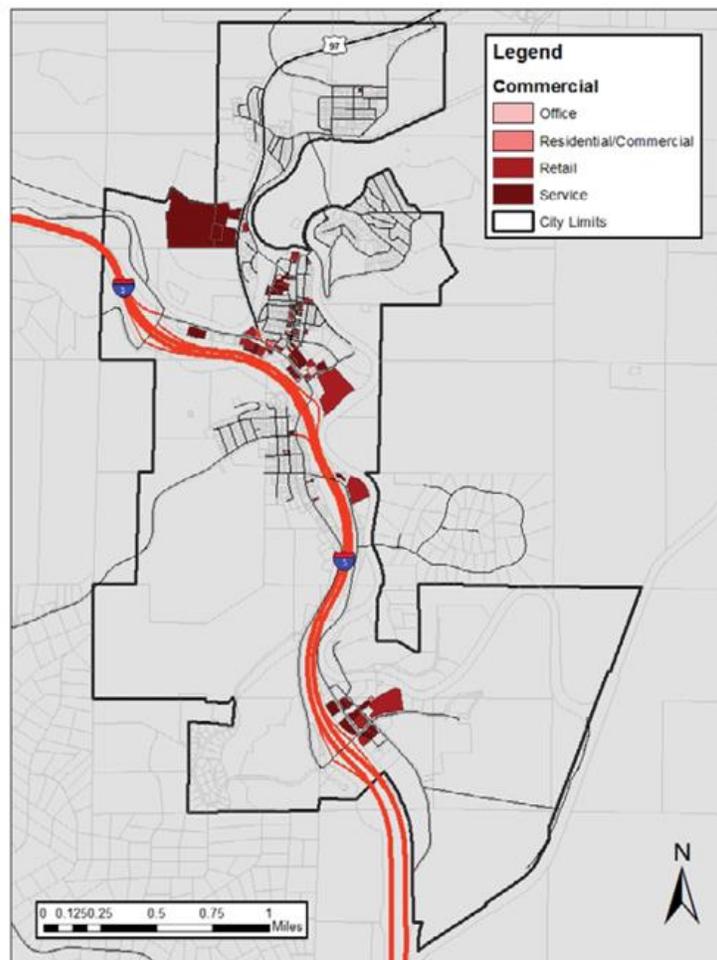
Land Use Element

Source: Cal Poly Land Use Inventory, 2015

## COMMERCIAL – OFFICE, RETAIL, SERVICE

Weed’s commercial areas are primarily located along I-5 or U.S. Route 97, with additional commercial uses located in the city center, on and near Main Street. Commercial land uses include mixed residential/commercial, office, retail, and service industry, with retail and service industry the most dominant commercial land uses by number of parcels as well as acreage. Respectively, retail and service industry account for 61 percent and 35 percent of the acreage of land dedicated to commercial use in Weed. Overall, commercial uses account for 3 percent of the City’s area.

*Map 4.10-3 Distribution of Commercial Land Uses*



### Commercial Land Use Map

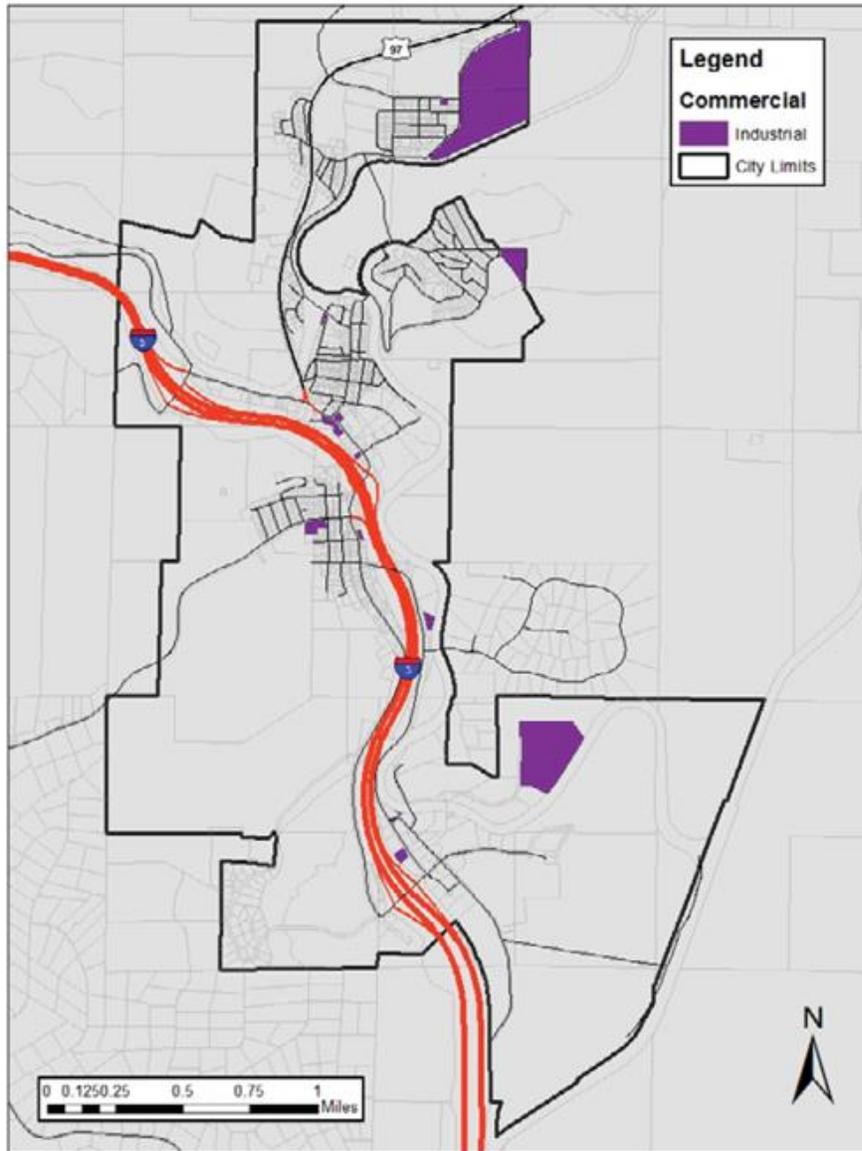
Land Use Element

Source: Cal Poly Land Use Inventory, 2015

INDUSTRIAL

Industrial uses generally occur east of I-5. A large water bottling facility, Crystal Geyser, is located off Mary Drive. Industrial uses are primarily characterized by warehouses, storage, and manufacturing facilities. Additionally, a large lumber mill is located outside of city limits, but within Weed’s SOI.

*Map 4.10-4 Distribution of Industrial Land Uses*



**Industrial Land Use Map**

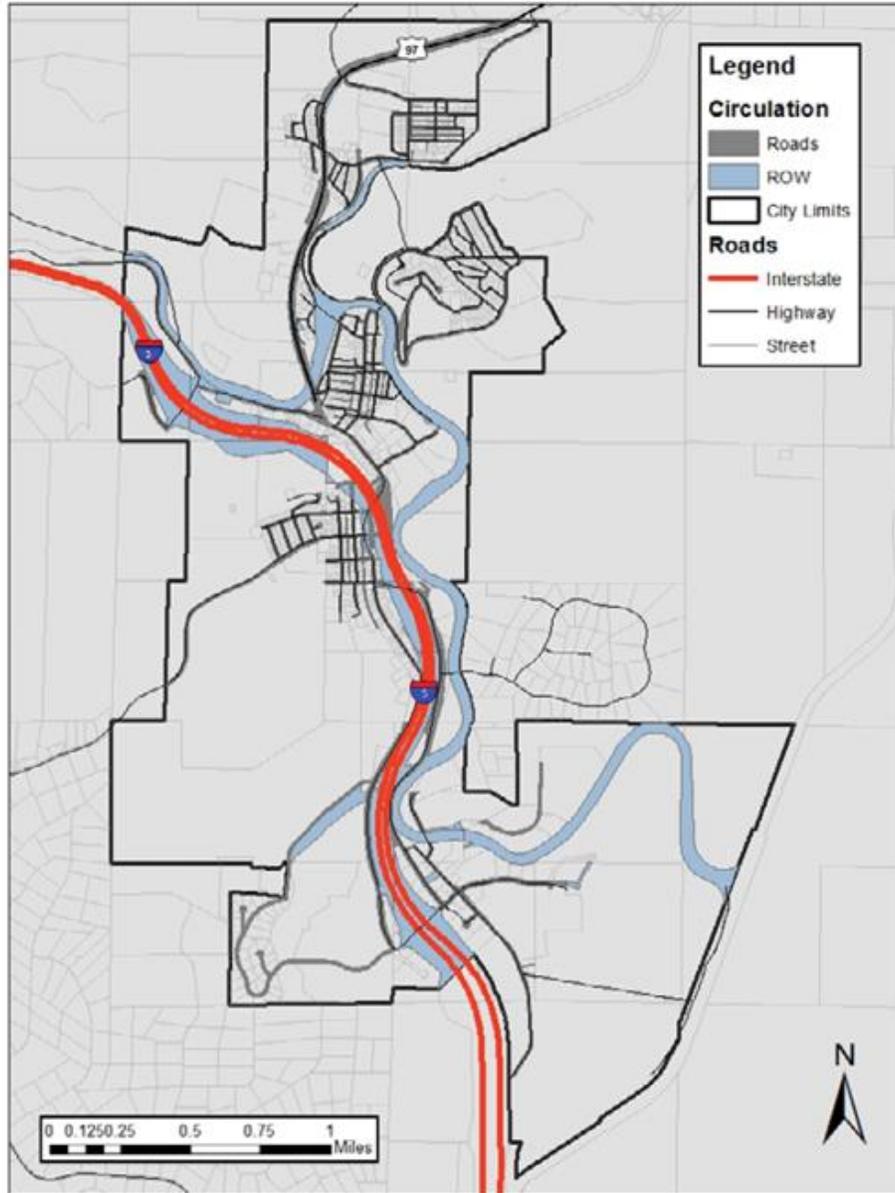
Land Use Element

*Source: Cal Poly Land Use Inventory, 2015*

CIRCULATION

Two major freeways (I-5 and U.S. Route 97) pass through city limits, and a rail line traverses the eastern portion of the city. Circulation land uses consist of roads and right-of-ways and are the second-most common land use type in Weed, accounting for 550 acres, or 18 percent, of the City's area.

*Map 4.10-5 Distribution of Circulation Land Use*



## Circulation Land Use Map

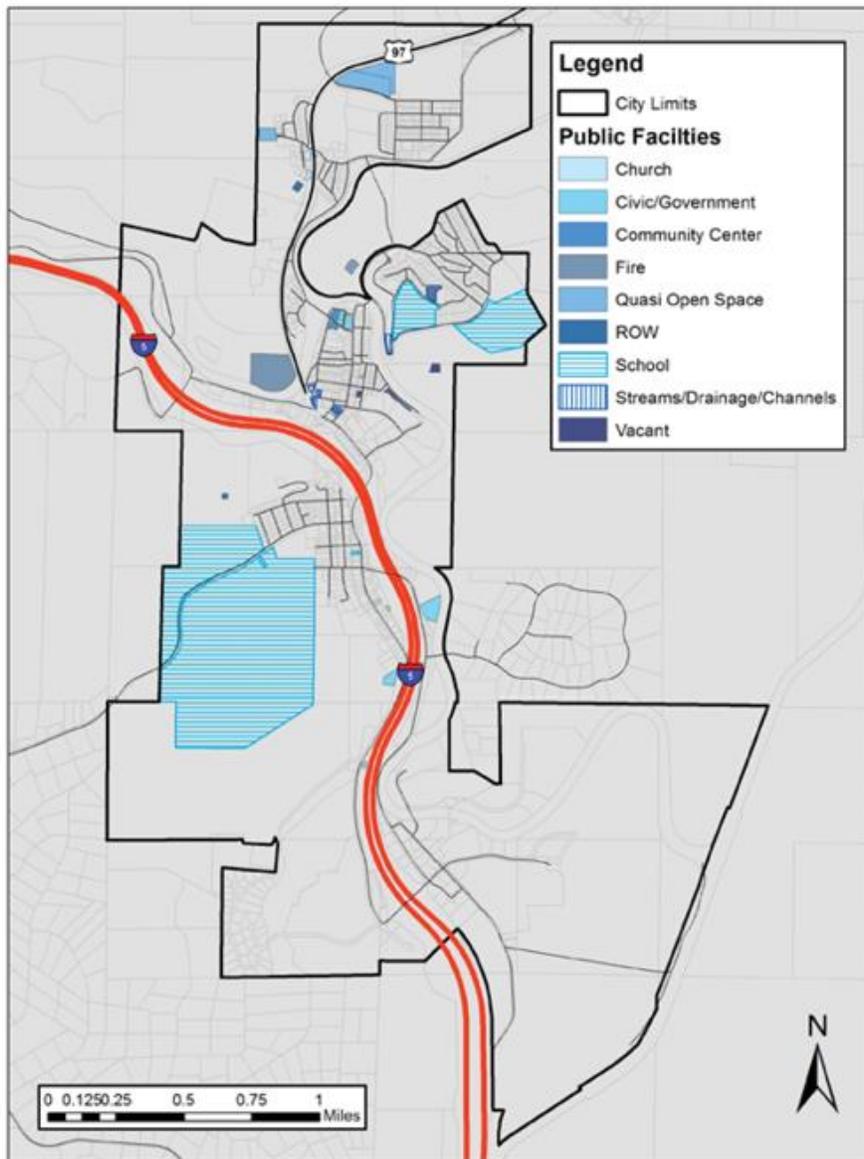
Land Use Element

Source: Cal Poly Land Use Inventory, 2015

PUBLIC FACILITIES

Public facilities in Weed are located on parcels throughout the north end of the city. Fewer public facilities land uses occur in other areas, with the exception of the College of the Siskiyous, located on the western edge of the city, adjacent to College Avenue.

*Map 4.10-6 Distribution of Public Facilities*



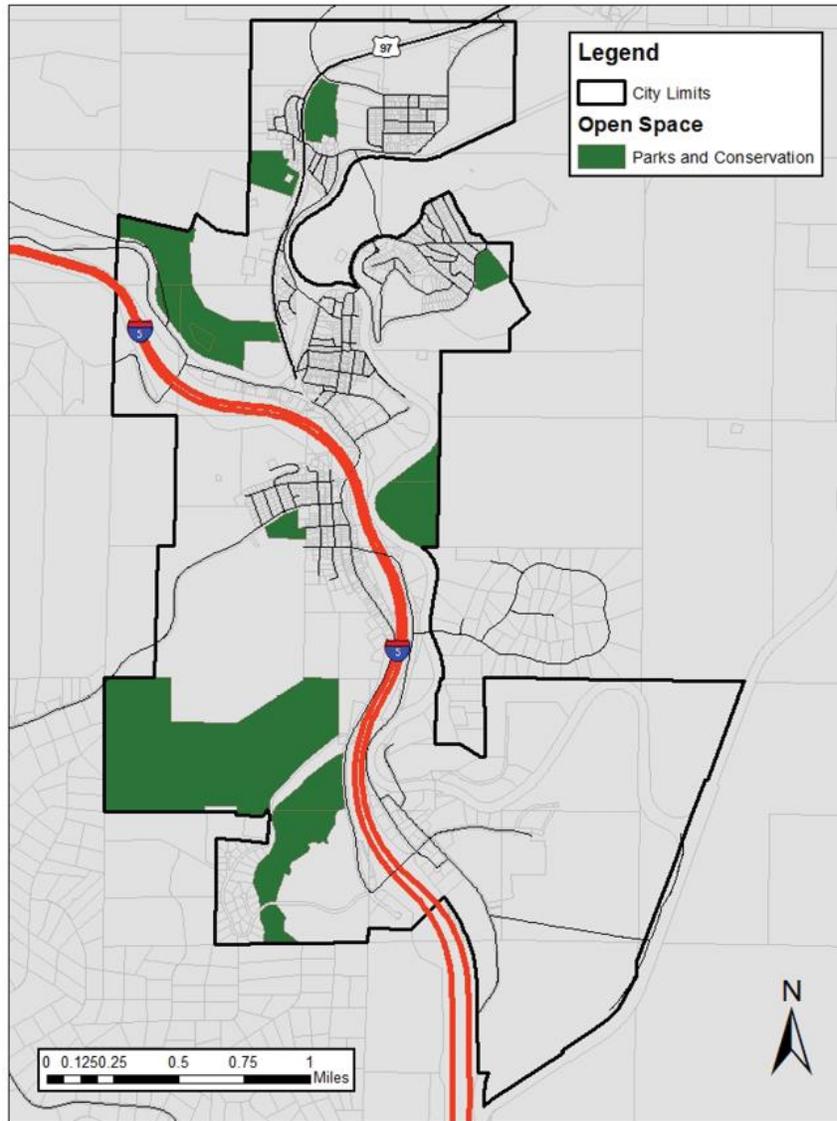
**Public Facilities Land Use Map**  
Land Use Element

Source: Cal Poly Land Use Inventory, 2015

OPEN SPACE

Open space uses occur throughout Weed, and open space is the third-most common land use type. Notable parks in the City of Weed include Charlie Byrd Park, Bel Air Park, and Sons of Lobis Field. Open space accounts for 435 acres, or 14 percent, of the total area in Weed.

*Map 4.10-7 Distribution of Open Space Land Uses*



**Open Space Land Use Map**

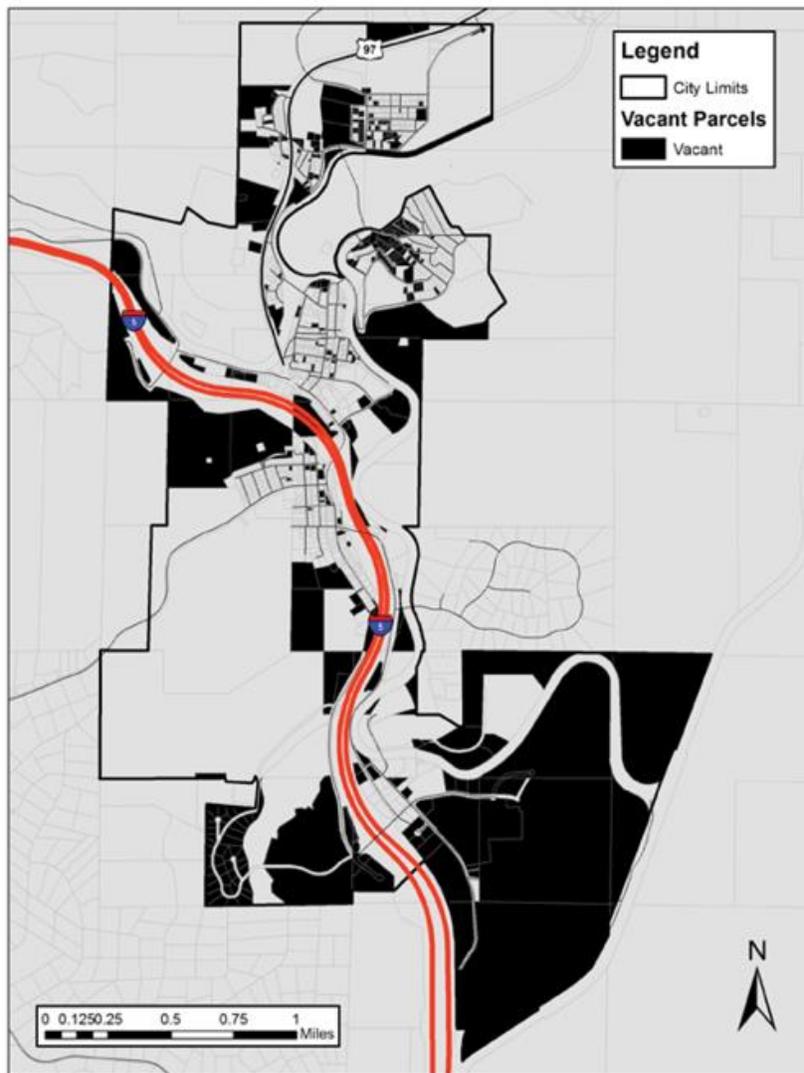
Land Use Element

Source: Cal Poly Land Use Inventory, 2015

VACANT LAND

Vacant land in the City of Weed is the dominant land use type. A total of 1,183 acres, or 39 percent, of the total city area falls within the vacant land use category. This explains much of the distribution of other land uses in Weed. Throughout the City, vacant land uses can be found bordering neighborhoods and intersecting other land uses. The vacant land uses occur throughout the city, but are dominant in the Black Butte area of the south end.

*Map 4.10-8 Distribution of Vacant Land*



**Vacant Parcels Map**  
Land Use Element

Source: Cal Poly Land Use Inventory, 2015

## 4.10.2. Standards of Significance

### 4.10.2.1. CEQA THRESHOLDS

According to Appendix G of the CEQA Guidelines (2014), the proposed Plan would have a significant effect on the environment with respect to land use if it would:

1. Physically divide an established community;
2. Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or
3. Conflict with any applicable habitat conservation plan or natural community conservation plan.

### 4.10.2.2. METHODOLOGY

To review the potential cumulative impacts on land use and planning that may result from the adoption of the proposed 2040 General Plan, the Plan goals, objectives, policies, and programs of the proposed Plan are evaluated along with other sources of information and documentation. These are compared to existing conditions to determine the level of impact on land use and planning in the proposed Plan area.

## 4.10.3. Impact Discussion

The following is a discussion of the environmental impacts of the Plan with regard to land use and planning.

---

**LU – 1**      The proposed Plan **would not** physically divide an established community.

---

The proposed Plan is a long-range policy document designed to help guide future development that would complement the existing land use pattern of the City of Weed while also aiding community development. The proposed Plan does not contain any specific policies that would physically divide an established or existing community. In order to pursue the Preferred Growth Scenario of moderate-progressive growth while maintaining small-town character and preserving open space, the proposed Plan provides policies and programs for infill development, the creation of neighborhood centers, and enhanced mobility options for all modes of transportation, increasing connectivity throughout the City. Key growth areas include Angel Valley, Bel Air, Central Weed, North/South Weed Boulevard, and South Weed.

The General Plan seeks to develop greater connection throughout the City through the implementation of the Plan, and seeks to prevent new development from dividing established communities through the following policies and programs:

**POLICY LU 1.2.2**

Allowable uses within the mixed-use category shall not include uses that adversely affect surrounding commercial or residential uses, or contribute to the deterioration of existing environmental conditions in the area.

**POLICY LU 2.1.1**

Prioritize infill development within key growth areas.

PROGRAM LU 2.1.1.1

Amend the zoning code to allow density increases on infill sites that can accommodate the increases without having an adverse effect on the adjacent properties.

**POLICY LU 2.2.1**

Promote location and distribution of land uses that facilitates access and mobility.

PROGRAM LU 2.2.1.1

Establish design standards for streets to accommodate all users and modes of transportation.

PROGRAM LU 2.2.1.2

Provide adequate transportation infrastructure that supports connectivity between land uses.

**POLICY 3.1.1**

Ensure adequate buffering between conflicting land uses.

PROGRAM LU 3.1.1.1

Implement transitional land uses between conflicting land uses.

PROGRAM LU 3.1.1.2

Establish standards in the zoning ordinance to reduce impacts of higher intensity uses, including but not limited to: landscaping, air quality, noise, odor, light, or traffic.

**POLICY CI 1.2.1**

Establish a safe and complete pedestrian network.

PROGRAM CI 1.2.1.4

Require new developments to provide adequate pedestrian access within and surrounding the property.

**POLICY CI 3.1.1**

Identify alternative pathways to enhance access between North and South Weed.

**PROGRAM CI 3.1.1.1**

Conduct feasibility studies to determine locations for alternative pathways.

**PROGRAM CI 3.1.1.2**

Identify funding sources to aid in implementing additional infrastructure connections.

**POLICY HO 2.1.1**

Provide sufficient land for single-family dwellings and prioritize infill development of single-family homes in key growth areas.

**PROGRAM HO 2.1.1.1**

Install utilities and other infrastructure to support housing development.

**POLICY HO 2.2.1**

Increase the number of housing units within key growth areas.

**PROGRAM HO 2.2.1.1**

Update the zoning code to include higher density and mixed-use land uses in key growth areas.

**POLICY HO 3.1.1**

New development and renovation must be consistent with the architectural guidelines.

**PROGRAM HO 3.1.1.1**

Adopt a Specific Plan for downtown that protects and enhances the historical and mixed-use character of downtown Weed.

**POLICY HO 3.1.2**

New housing shall complement the existing character of the local housing stock.

**PROGRAM HO 3.1.2.1**

Update the zoning code to address the physical requirements for new housing throughout Weed's neighborhoods.

**POLICY HE 4.2.1**

The City shall prioritize connectivity to parks, open spaces, employment centers, retail, and residential areas.

**POLICY HE 4.2.1**

The City shall encourage the use of multi-use trails that connect parks and open space.

**Applicable Regulations:**

Draft Weed 2040 General Plan

**Significance Before Mitigation:** No Impact

---

**LU – 2** The proposed Plan **would less-than-significantly conflict** with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

---

According to California state law, the general plan is the primary document for guiding the direction of physical development within a city. Adoption of the plan will update policies and land use designations to accommodate future growth, and is therefore often inconsistent with existing regulations. The City’s zoning ordinance, which translates the General Plan policies into specific land use regulations, development standards, and performance criteria to manage development on individual parcels, is the primary way that the City administers the General Plan. To maintain consistency after the adoption of a new general plan, a city must also update its zoning ordinance and map. In this case, the City of Weed will update the Zoning Ordinance and Zoning Map within a reasonable timeframe to supplement the proposed Plan and provide consistency across land use policies and regulation.

The proposed Plan does not conflict with any Specific Plan and requires a framework to ensure consistency with other City regulations, including the Municipal Code, Zoning Ordinance, and Zoning Map, this impact is considered less-than-significant.

Furthermore, the proposed Plan includes the following policies and programs that will require compliance or revisions in City regulations to ensure consistency:

**POLICY LU 1.3.3**

Allocate adequate land to expand public facilities that support community growth.

**POLICY LU 2.3.1**

Adopt regulations to limit sprawl.

PROGRAM LU 2.3.1.1

Develop an urban growth boundary that limits sprawl without restricting development or causing an increase in property value.

**POLICY LU 2.3.2**

Incentivize the subdivision of large vacant parcels.

PROGRAM LU 2.2.2.1

Incentivize subdivision of vacant parcels through the reduction of tax on property sale.

PROGRAM LU 2.2.2.2

Rezone vacant areas to allow for a higher density.

**POLICY LU 3.2.1**

Pursue the annexation of lands that will benefit the City

PROGRAM LU 3.2.1.1

Develop a strategic plan to annex parcel(s) of land encompassing neighboring communities.

**Applicable Regulations:**

City of Weed Municipal Code, Title 18: Zoning  
Draft Weed 2040 General Plan

**Significance Before Mitigation:** Less than Significant

---

**LU – 3** The proposed Plan **would not conflict** with any applicable habitat conservation plan or natural community conservation plan.

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There is no habitat conservation plan or natural community conservation plan in the planning area; therefore, the proposed Plan would not conflict with any applicable habitat conservation plan or natural community conservation plan and the impact is considered not significant.

**Significance Before Mitigation:** No Impact

#### **4.10.4. Summary of Potential Impacts and Mitigation Measures**

As there are no potentially significant impacts associated with land use, mitigation measures are not required.

## 4.10.5. References

- California Department of Finance. (2016). E-1 Population Estimates for Cities, Counties, and the State – January 1, 2015 and 2016. Retrieved from <http://dof.ca.gov/Forecasting/Demographics/Estimates/E-1/>
- City of Weed, CA. (2016). City of Weed General Plan Update: Background Report 2015-2016. Prepared by California Polytechnic State University, San Luis Obispo.
- .. (2016). City of Weed Municipal Code Title 17: Subdivisions. Retrieved from [https://www.municode.com/library/ca/weed/codes/code\\_of\\_ordinances?nodeId=TIT17SU](https://www.municode.com/library/ca/weed/codes/code_of_ordinances?nodeId=TIT17SU)
- .. (2016). City of Weed Municipal Code Title 18: Zoning. Retrieved from [https://www.municode.com/library/ca/weed/codes/code\\_of\\_ordinances?nodeId=TIT18ZO](https://www.municode.com/library/ca/weed/codes/code_of_ordinances?nodeId=TIT18ZO)
- City of Weed, CA. (2016). Draft City of Weed 2040 General Plan. Prepared by California Polytechnic State University, San Luis Obispo.
- Siskiyou County. (1980). Siskiyou County General Plan Land Use and Circulation Element. Retrieved from [https://www.co.siskiyou.ca.us/sites/default/files/docs/GP\\_LandUse-CirculationElement.pdf](https://www.co.siskiyou.ca.us/sites/default/files/docs/GP_LandUse-CirculationElement.pdf)
- .. (1996). Siskiyou County Comprehensive Land & Resource Management Plan. Retrieved from <https://www.co.siskiyou.ca.us/sites/default/files/docs/BOS-199602-ComprehensiveLand%26ResourceManagementPlan.pdf>
- .. (2008). Siskiyou County Strategic Plan. Retrieved from <https://www.co.siskiyou.ca.us/sites/default/files/docs/SiskiyouCountyStrategicPlan2008.pdf>
- .. (2010). Siskiyou County Local Transportation Commission 2010 Regional Transportation Plan. Retrieved from <https://www.co.siskiyou.ca.us/sites/default/files/docs/LTC-20100328-SiskiyouRTP.pdf>

## 4.11. MINERAL RESOURCES

Would the Proposed Plan:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
1. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 4.11.1. Environmental Setting

#### 4.11.1.1. REGULATORY FRAMEWORK

##### State Regulations

###### CALIFORNIA DEPARTMENT OF CONSERVATION

The main state agency concerned with mineral resources protection is the California Department of Conservation. Public Resources Code §600-690 gives this agency the authority to conserve earth resources. Five program divisions have relevant jurisdiction, including: the California Geologic Survey; the Division of Oil, Gas, and Geothermal Resources; the Division of Land Resource Protection; the Division of Recycling; and the Office of Mine Reclamation.

###### STATE MINING AND GEOLOGY BOARD

This agency creates policy regarding the development and conservation of mineral resources and reclamation of mined lands.

#### CALIFORNIA STATE LANDS COMMISSION

This agency manages land, waterways, and resources on public property.

#### CALIFORNIA DEPARTMENT OF PARKS AND RECREATION

This agency manages mining activities and mineral resources on State Park lands.

#### CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE

This agency handles issues concerning potential threats from mining on terrestrial and marine fauna. Permitting includes spill prevention and response, as well as dredging.

#### SURFACE MINING AND RECLAMATION ACT (SMARA)

The Surface Mining and Reclamation Act of 1975 provides a comprehensive policy to regulate surface mining operations to assure that adverse environmental impacts are minimized and mined lands are reclaimed to a usable condition. The State Mining and Geology Board is required to adopt state policy for the reclamation of mined land and the conservation of mineral resources. Policies regarding reclamation are found in California Code of Regulations, Title 14, Division 2, Chapter 8, Subchapter 1. According to §2733 of the Surface Mining and Reclamation Act, reclamation is defined as the combined process of land treatment that minimizes water degradation, air pollution, damage to aquatic or wildlife habitat, flooding, erosion, and other adverse effects from surface mining operations, including adverse surface effects incidental to underground mines, so that mined lands are reclaimed to a usable condition which is readily adaptable for alternate land-uses and create no danger to public health or safety.

Section 2761(a) and (b) provides a process by which land shall be identified based on urban expansion and land uses that would preclude the extraction of mineral resources. The state Geologist will classify areas based on geologic factors without the regard of existing land use and land ownership. Areas are categorized into four Mineral Resource Zones (MRZs). MRZ-2 is of the highest significance. They are characterized by an area that contains mineral deposits and are of regional or statewide significance. Pursuant to §2762, if an MRZ-2 area is found to be within the Plan area, the lead agency shall, in accordance to state policy, establish mineral resource management policies to be incorporated in its General Plan that will:

1. Recognize mineral information classified by the State Geologist and transmitted by the board.
2. Assist in the management of land use that affects access to areas of statewide and regional significance.
3. Emphasize the conservation and development of identified mineral deposits.

#### 4.11.1.2. EXISTING CONDITIONS

The City of Weed derives its geologic foundation of tertiary volcanic rocks, such as quaternary alluvium from Mount Shasta and its rivers and creeks. Quaternary alluvium is a type of soil that is loose and unconsolidated. Most of the quaternary alluvium is present in the northeastern part of the City.

The National Mineral Resource Assessment conducted a scientific study to estimate the amount of undiscovered gold, silver, copper, lead and zinc that could be present in mineral deposits. These deposit studies were limited to 1 kilometer or less below the surface of the United States. Most of California falls under the Pacific Coast Mineral-Resource Assessment Region, including the City of Weed and its surrounding area. Weed is part of Tract PC28 and PC40 (National Mineral Resource Assessment, 1998). This area is reported to contain gold, though it is sub-economical at this time for exploration and extraction. Tract 28 contains hot spring gold-silver, more commonly known as fine-grained silica and quartz in silicified breccia with gold. Tract 40 contains low-sulfide Au-quartz vein, commonly known as gold quartz.

Although pumice and crushed stone are major mineral resources in the Siskiyou county region (CGS/USGS, 2004), there are no active mines or mineral extraction operations within the City of Weed.

### 4.11.2. Standards of Significance

#### 4.11.2.1. CEQA THRESHOLDS

According to Appendix G of the CEQA Guidelines (2014), the proposed Plan would have a significant impact on the environment with respect to mineral resources if it would:

1. 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 or;
2. 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.

#### 4.11.2.2. METHODOLOGY

Determination of the impacts of the proposed Plan on mineral resources in Weed is based on review of the proposed Plan, as well as relevant reports and surveys. This includes data from the California Department of Conservation, U.S. Geological Survey, and California Geological Survey.

### 4.11.3. Impact Discussion

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**MR-1**        The proposed Plan **will 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.

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According to the U.S. Geological Survey Mineral Resource Data System (2016), the nearest mine to the city of Weed is the Meadow View site. This is a past producer of chromium outside Weed city limits. There are no other known mineral occurrences within city limits. Therefore, buildout of the proposed Plan will not result in loss of known mineral resources.

#### **Applicable Regulations**

Surface Mining and Reclamation Act (SMARA)

**Significance Before Mitigation:** No Impact

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**MR-2**        The proposed Plan **will 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.

---

In compliance with the Surface Mining and Reclamation Act, the California Geological Survey provides economic-geologic expertise to assist in the protection and development of mineral resources. This assistance includes mineral land classification maps and reports which local agencies are required to use when developing land use plans.

In a statewide study of 50-year aggregate demand, no production sites were found in the city of Weed. There are several production areas within Siskiyou County, the closest of which is located in the City of Mount Shasta (Clinkenbeard, 2012).

There are no existing mining operations in the City of Weed. Thus, the proposed Plan would not interfere with mineral extraction use. The City of Weed and its Sphere of Influence have not been identified by the California Geological Survey as containing valuable mineral resources and contain no locally important mineral resource recovery sites.

#### **Applicable Regulations**

Surface Mining and Reclamation Act (SMARA)

**Significance Before Mitigation:** No Impact

#### **4.11.4. Summary of Potential Impacts and Mitigation Measures**

Mitigation measures are not necessary, as the proposed Plan will not result in any potentially significant impacts to mineral resources.

### 4.11.5. References

California Department of Conservation, California Geological Survey. (2004). The Mineral Industry of California. Retrieved from

<http://minerals.usgs.gov/minerals/pubs/state/2004/castmyb04.pdf>

Clinkenbeard, J. P. (2012). Aggregate Sustainability in California (California Geological Survey).

USGS. (2016). Mineral Resources Data System.

~~~~~. (1998). Permissive Tracts. Retrieved from <http://mrddata.usgs.gov/nmra/tracts.php>

## 4.12. NOISE

| Would the Proposed Plan:                                                                                                                                                            | Potentially Significant Impact | Less than Significant with Mitigation | Less than Significant Impact        | No Impact                           |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|---------------------------------------|-------------------------------------|-------------------------------------|
| 1. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 2. Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?                                                                           | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 3. A substantial permanent increase in ambient noise above levels existing without the Plan?                                                                                        | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 4. A substantial temporary or periodic increase in ambient noise above levels existing without the Plan?                                                                            | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 5. Exposure of persons residing or working in the Planning Area to excessive noise levels associated with a public airport or public use airport?                                   | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 6. Exposure of persons residing or working in the Planning Area to excessive noise levels                                                                                           | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

associated with a private air strip?

### 4.12.1. Environmental Setting

The following terms are used throughout this topical section:

- **Ambient Noise:** The composition of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.
- **A-Weighted Decibel (dBA):** Measures a sound in a manner similar to the response of the human ear and gives a good correlation with a person's reaction to noise.
- **Community Noise Equivalent Level (CNEL):** The average equivalent A-weighted decibel sound level during a 24-hour day, obtained after the addition of 5 decibels to readings obtained from 7:00pm to 10:00pm and 10 decibels to sound levels in the night from 10:00pm and before 7:00am.
- **Day-Night Sound Level (Ldn or DNL):** The average equivalent A-weighted decibel sound level during a 24-hour day, obtained after the addition of 10 dB to readings obtained in the night from 10:00pm and before 7:00am.
- **Decibel (dB):** A unit of measurement describing the amplitude of sound on a logarithmic scale.
- **Equivalent Continuous Noise Level (Leq):** The sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over a given sample period. Leq is typically computed over 1-, 8-, and 24-hour periods.
- **Intrusive Noise:** The noise which intrudes over and above the existing ambient noise at a given location.
- **Noise:** Sound that is loud, unexpected, and generally described as unwanted.
- **Noise Contours:** Lines drawn about a noise source indicating equal levels of noise exposure. CNEL and Ldn are the metrics utilized herein to describe annoyance due to noise and to establish land use planning criteria for noise.
- **Peak Particle Velocity (PPV):** The velocity of a particle in a medium as it transmits a wave.
- **Sound:** Vibrations that travel through the air or other medium that can be heard by a person or animal.
- **Statistical Sound Level (Ln):** The sound level that is exceeded "n" percent of the time during a given sample period.

- **Vibration Decibel (VdB):** Commonly used to describe vibration velocity's average amplitude. The vibration velocity level is reported in decibels of  $1 \times 10^{-6}$  inches per second.

Table 4.12-1 describes different sounds and their associated intensity levels.

*Table 4.12-1 Sound Generators and Associated Decibel Intensities*

| Sound Description              | Intensity Level |
|--------------------------------|-----------------|
| Instant Perforation of Eardrum | 160 dBA         |
| Military Jet Takeoff           | 140 dBA         |
| Threshold of Pain              | 130 dBA         |
| Front Row of a Rock Concert    | 110 dBA         |
| Walkman at Maximum Level       | 100 dBA         |
| Vacuum Cleaner                 | 80 dBA          |
| Busy Street Traffic            | 70 dBA          |
| Normal Conversation            | 60 dBA          |
| Whisper                        | 20 dBA          |
| Rustling Leaves                | 10 dBA          |
| Threshold of Hearing           | 0 dBA           |

#### 4.12.1.1. REGULATORY FRAMEWORK

This section defines the federal, state, and local regulatory context of noise and vibration levels in the City of Weed.

##### **Federal Regulations**

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT (HUD): ENVIRONMENTAL CRITERIA AND STANDARDS, 24 CFR PART 51

The United States Environmental Planning Division has prepared a set of criteria and standards that are presented in 24 CFR Part 51. New residential construction qualifying for HUD financing proposed in high noise areas (exceeding 65 dBA Ldn) must incorporate noise attenuation features to maintain acceptable interior noise levels (HUD, 2014). A goal of 45 dBA Ldn is set forth for interior noise levels, and attenuation requirements are geared toward achieving that goal. It is assumed that with standard construction, any building will provide

sufficient attenuation to achieve an interior level of 45 dBA Ldn or less if the exterior level is 65 dBA Ldn or less. Approvals in a “normally unacceptable noise zone” (exceeding 65 decibels but not exceeding 75 decibels) require a minimum of 5 decibels additional noise attenuation for buildings if the day-night average is between 65 and 70 decibels, or a minimum of 10 decibels of additional noise attenuation if the day-night average is between 70 and 75 decibels.

The Environmental Planning Division developed an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. This is a web-based application of the existing Noise Assessment Guidelines (NAG) and a component of the Assessment Tools for Environmental Compliance (ATEC). Derivations of the basic noise equation from the noise regulation were applied to a new application of the NAG.

The site acceptability standards are the following:

- **Exterior noise levels:** Proposed HUD-assisted projects with a day-night average sound level of below 65 decibels are acceptable.
- **Interior noise levels:** Proposed HUD-assisted projects with a day-night average sound level of below 45 decibels are acceptable.

#### FEDERAL HIGHWAY ADMINISTRATION: TITLE 23 OF THE CODE OF FEDERAL REGULATIONS, PART 772

The Federal Highway Administration (FHWA) requires that new Federal or Federal-aid highway construction projects, or alterations to existing highways that significantly change either the horizontal or vertical alignment and/or increases the number of through traffic lanes, abate noise per Title 23 of the Code of Federal Regulations. The regulation requires the following procedures when planning and designing a highway project:

- Identify traffic noise impacts and examine the potential mitigation measures;
- Incorporate reasonable and foreseeable noise mitigation measures into the highway project;
- Coordinate with local officials to provide helpful information on compatible land use planning and control.
- Abatement is required when the “worst-hour” noise levels approach or exceed 67 dBA.

#### FEDERAL TRANSIT ADMINISTRATION: VIBRATION IMPACT CRITERIA

The Vibration Impact Criteria are designed to identify acceptable noise levels for noise-sensitive buildings, residences, and institutional land uses near railroads. The Vibration Decibel (VdB) thresholds that apply to residences and buildings are:

- 72 VdB for frequent events (more than 70 events per day);
- 75 VdB for occasional events (30 to 70 events per day); and
- 80 VdB for infrequent events (less than 30 events per day).

#### FEDERAL AVIATION ADMINISTRATION: FEDERAL AVIATION REGULATIONS (FAR) PART 150, AIRPORT NOISE COMPATIBILITY PLANNING

This document sets forth a system for measuring airport noise impacts and presents guidelines for identifying incompatible land uses. Completion of an FAR Part 150 plan by the airport is required to obtain Federal Aviation Administration funding for noise abatement.

#### ENVIRONMENTAL PROTECTION AGENCY (EPA): FEDERAL NOISE CONTROL ACT, 1972

The inability to control noise, particularly within urban areas, presents an issue to the health and welfare of the Nation's population. Federal action is essential when addressing major noise sources in commerce control; however, the primary responsibility for noise control rests with State and local governments. Transportation vehicles and equipment, machinery, appliances, and other products in commerce are major sources of noise. The Noise Control Act of 1972 created a national policy to protect all Americans from noise levels that might jeopardize their health or welfare. The Environmental Protection Agency (EPA) found that sleep, speech, and other types of activity would not be interfered with if the Ldn of residential areas did not exceed 55 dBA outdoors and 45 dBA indoors. The EPA also found that 5 dBA is an adequate margin of safety before the increase in noise level results in a significant increase, provided that the existing noise exposure did not exceed 55 dBA Ldn (EPA, 1972).

### **State Regulations**

#### CALIFORNIA GOVERNMENT CODE: SECTION 65302(F)

California Government Code Section 65302(f) requires all General Plans to include a Noise Element that addresses noise-related impacts in the community. The State Office of Planning and Research (OPR) has prepared guidelines for the content of the Noise Element, which includes the development of current and future noise level contour maps. These maps must include contours for the following sources:

- Highways and freeways
- Primary arterial and major local streets
- Passenger and freight on-line railroad operations and ground rapid transit systems
- Commercial, general aviation, heliport, military airport operations, and all other ground facilities and maintenance functions related to airport operation.
- Local industrial plants, including but limited to railroad classification yards.
- Other stationary ground noise sources identified by local agencies contributing to the community noise environment.

## CALIFORNIA CODE OF REGULATIONS: TITLE 24

The California Commission of Housing and Community Development officially adopted noise insulation standards in 1974. In 1988, the Building Standards Commission approved revisions to the standards (Title 24, Part 2, California Code of Regulations). As revised, Title 24 establishes an interior noise standard of 45 dB(A) for residential space (CNEL/Ldn). Acoustical studies must be prepared for residential structures to be located within noise contours of 60 dB(A) or greater (CNEL/Ldn) from freeways, major streets, thoroughfares, rail lines, rapid transit lines, or industrial noise sources. The studies must demonstrate that the building is designed to reduce interior noise to 45 dB(A) or lower (CNEL/Ldn).

## CALIFORNIA CODE OF REGULATIONS: TITLE 21

The State Division of Aeronautics has adopted a standard that establishes an acceptable noise level of 65 dB for uses within the vicinity of airports. This standard applies to typical houses in urban residential areas in California and may have windows partially open. California Building Code, Insulation Standards The State of California establishes exterior sound transmission control standards for new hotels, motels, dormitories, apartment houses, and dwellings other than detached single-family dwellings as set forth in the 2010 California Building Code (Chapter 12, §1207.11). Interior noise levels attributable to exterior environmental noise sources shall not exceed 45 dBA Ldn/CNEL in any habitable room. When exterior noise levels (the higher of existing or future) where residential structures are to be located exceed 60 dBA Ldn/CNEL, an acoustical analysis report must be submitted with the building plans. It must describe the noise control measures that have been incorporated into the design of the project to meet the allowable interior noise level. The proposed Plan shall facilitate implementation of the noise insulation standards and shall be used to identify sites where noise levels exceed 60 dBA.

## CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS): CONSTRUCTION VIBRATION

Caltrans has adopted guidance for construction vibrations, which is used in this analysis to address construction vibrations. Caltrans uses a vibration limit of 0.5-inches/sec-peak particle velocity (PPV) for new residential structures and modern industrial/commercial buildings that are structurally sound and designed to modern engineering standards. A conservative vibration limit of 0.3 inches/sec, PPV is used for older residential buildings that are found to be structurally sound. For historic buildings and some old buildings, a conservative limit of 0.25 inches/sec, PPV is used. A limit of 0.08 inches/sec, PPV is used to provide the highest level of protection for extremely fragile historic buildings, ruins, and ancient monuments. All of these limits have been used successfully, and compliance to these limits has not been known to result in appreciable structural damage. All vibration limits referred to herein apply on the

ground level, and take into account the response of structural elements (i.e., walls and floors) to ground-borne excitation (Caltrans, 2004).

GOVERNOR’S OFFICE OF PLANNING AND RESEARCH (OPR): GENERAL PLAN GUIDELINES

The General Plan Guidelines produced by the Governor’s Office of Planning and Research (OPR) provide the fundamental structures of a complete Noise Element in a General Plan. As part of the Noise Element development phase, OPR has provided the maximum allowable noise exposure by land use as shown in Table 4.12-2. The standards presented by the OPR reflect the noise-control goals to be applied to all communities by providing guidelines for noise-compatible land uses (OPR, 2003 & 2015).

*Table 4.12-2 Maximum Allowable Noise Exposure by Land Use (Ldn, dB)*

|                                 |                                                                                                                                                                                                                                                                                      |
|---------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Normally Acceptable</b>      | Specified land use is satisfactory based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.                                                                                                 |
| <b>Conditionally Acceptable</b> | Specified land use is satisfactory based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements, but with closed windows and fresh air supply systems or air conditioning will normally suffice. |
| <b>Normally Unacceptable</b>    | New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.                                  |
| <b>Clearly Unacceptable</b>     | New construction or development should generally not be undertaken                                                                                                                                                                                                                   |

| Land Use Category                                           | 41-50 | 51-55 | 56-60 | 61-65 | 66-70 | 71-75 | 76-80 | >80 |
|-------------------------------------------------------------|-------|-------|-------|-------|-------|-------|-------|-----|
| Residential-Low Density Single Family, Duplex, Mobile Homes |       |       |       |       |       |       |       |     |
|                                                             |       |       |       |       |       |       |       |     |
|                                                             |       |       |       |       |       |       |       |     |
|                                                             |       |       |       |       |       |       |       |     |
| Residential-Multiple Family, Group Homes                    |       |       |       |       |       |       |       |     |
|                                                             |       |       |       |       |       |       |       |     |
|                                                             |       |       |       |       |       |       |       |     |

| Land Use Category                                                       | 41-50 | 51-55 | 56-60 | 61-65 | 66-70 | 71-75 | 76-80 | >80 |
|-------------------------------------------------------------------------|-------|-------|-------|-------|-------|-------|-------|-----|
|                                                                         |       |       |       |       |       |       |       |     |
| Transient Lodging-Motels/Hotels                                         |       |       |       |       |       |       |       |     |
|                                                                         |       |       |       |       |       |       |       |     |
|                                                                         |       |       |       |       |       |       |       |     |
|                                                                         |       |       |       |       |       |       |       |     |
| Schools, Libraries, Churches, Hospitals, Nursing Homes                  |       |       |       |       |       |       |       |     |
|                                                                         |       |       |       |       |       |       |       |     |
|                                                                         |       |       |       |       |       |       |       |     |
| Auditoriums, Concert Halls, Amphitheaters                               |       |       |       |       |       |       |       |     |
|                                                                         |       |       |       |       |       |       |       |     |
| Sports Arena, Outdoor Spectator Sports                                  |       |       |       |       |       |       |       |     |
|                                                                         |       |       |       |       |       |       |       |     |
| Playgrounds, Neighborhood Parks                                         |       |       |       |       |       |       |       |     |
|                                                                         |       |       |       |       |       |       |       |     |
|                                                                         |       |       |       |       |       |       |       |     |
| Golf Courses, Riding Stables, Water Recreation, Cemeteries              |       |       |       |       |       |       |       |     |
|                                                                         |       |       |       |       |       |       |       |     |
|                                                                         |       |       |       |       |       |       |       |     |
| Office Buildings, Business Commercial and Professional Office Buildings |       |       |       |       |       |       |       |     |
|                                                                         |       |       |       |       |       |       |       |     |
|                                                                         |       |       |       |       |       |       |       |     |
| Industrial, Manufacturing, Utilities, Agriculture                       |       |       |       |       |       |       |       |     |
|                                                                         |       |       |       |       |       |       |       |     |
|                                                                         |       |       |       |       |       |       |       |     |

### Local/Regional Regulations

SISKIYOU COUNTY GENERAL PLAN: NOISE ELEMENT

The Siskiyou General Plan (2006) sets noise standards for different land uses, as summarized in Table 4.12-3.

*Table 4.12-3 Siskiyou County Land Use Compatibility for Exterior Community Noise*

| Land Use Category                                          | Noise Ranges (Ldn*, dBA) |       |       |    |
|------------------------------------------------------------|--------------------------|-------|-------|----|
|                                                            | 1                        | 2     | 3     | 4  |
| Passively Used Open Space (Auditoriums, Parks, Etc.)       | 50                       | 50-55 | 55-70 | 70 |
| Residential, Motels, Hospitals, Tec.                       | 60                       | 60-65 | 65-75 | 75 |
| Office Buildings, Light Commercial, Heavy Commercial, Etc. | 65                       | 65-70 | 70-75 | 75 |

**Noise Range:**

**1:** Acceptable land use; no noise abatement required.

**2:** New construction or development; noise abatement features included.

**3:** New construction or development; noise abatement only after detailed analysis of noise reduction requirements.

**4:** New construction or development not allowed.

\*Day-night average sound level that is equal to the 24 hour A-weighted equivalent sound level with a 10 decibel penalty applied to nighttime levels.

Source: Siskiyou County (2006)

## CITY OF WEED MUNICIPAL CODE: CHAPTER 9.18-NOISE

The City of Weed Municipal Code establishes the maximum allowable exterior sound levels for each land use category, as summarized in Table 4.12-4. The Code also states that construction and demolition activities do not have to comply with exterior and interior noise standards; however, the Federal Transit Administration provides typical noise levels from construction equipment, summarized in Table 4.12-5. While noise associated with construction and demolition is not locally regulated, these activities should not exceed the typical levels provided by the FTA.

*Table 4.12-4 City of Weed Maximum Allowable Noise Levels*

| Receiving Land Use                                 | Noise Level (dBA) |                |         |
|----------------------------------------------------|-------------------|----------------|---------|
|                                                    | Time Period       | 15 Min Average | Maximum |
| Residential                                        | 10pm-7am          | 40             | 55      |
|                                                    | 7am-10pm          | 50             | 65      |
| Multiple Dwelling,<br>residential public<br>places | 10pm-7am          | 45             | 60      |
|                                                    | 7am-10pm          | 50             | 75      |
| Limited commercial,<br>multiple dwelling           | 10pm-7am          | 55             | 70      |
|                                                    | 7am-10pm          | 60             | 75      |
| Commercial                                         | 10pm-7am          | 55             | 70      |
|                                                    | 7am-10pm          | 60             | 75      |
| Industrial                                         | Anytime           | 75             | 90      |

Source: City of Weed (2006)

*Table 4.12-5 Typical Noise Level from Construction Equipment*

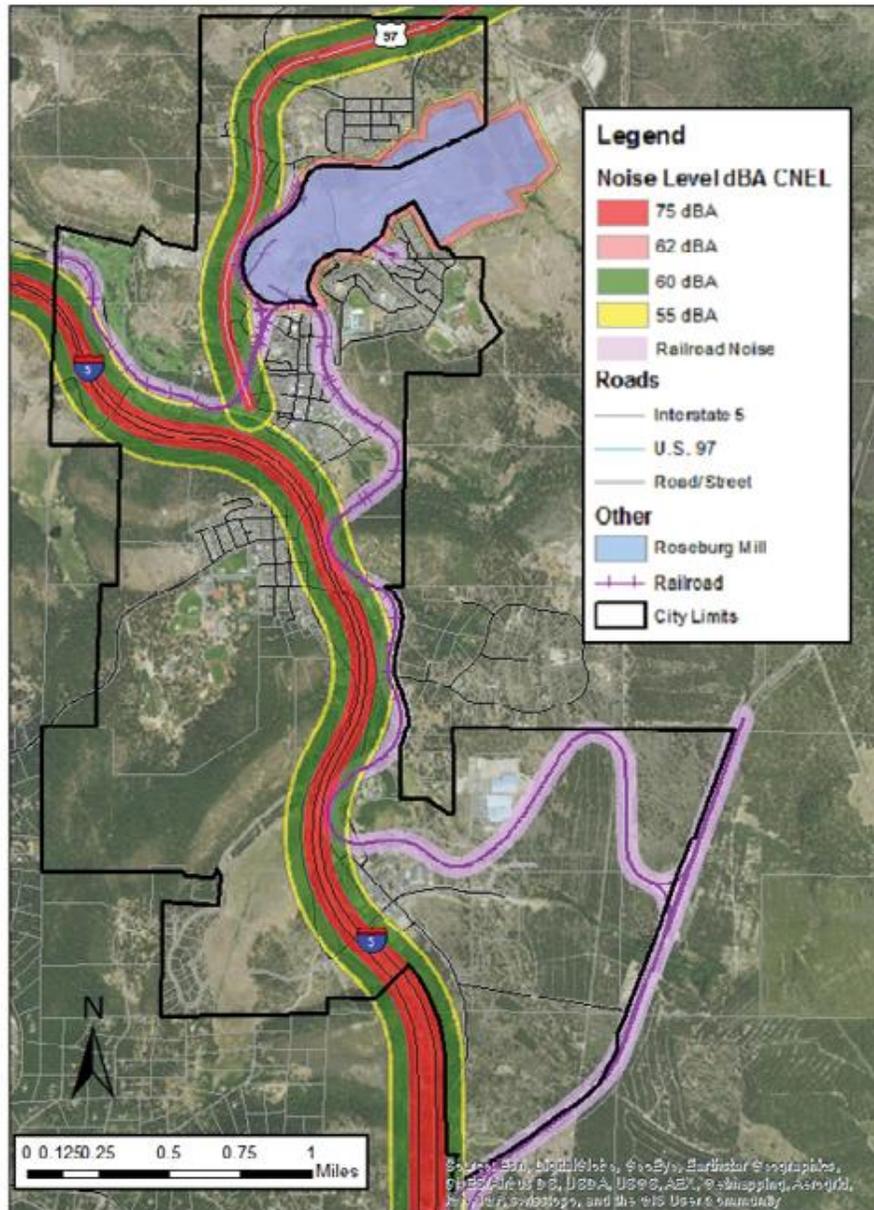
| Construction Equipment | Noise Level (dBA, Leq at 50 feet) |
|------------------------|-----------------------------------|
| Truck                  | 88                                |
| Drill Rig              | 98                                |
| Air Compressor         | 81                                |
| Dozer                  | 85                                |
| Grader                 | 85                                |
| Mobile Crane           | 83                                |

#### 4.12.1.2. EXISTING CONDITIONS

##### **Sources of Noise in Weed**

Map 4.12-1 indicates the primary sources of noise in Weed, described in greater detail below.

Map 4.12-1 Main Sources of Noise in Weed



## Existing Noise Contours Map

Noise Element

STATE AND FEDERAL HIGHWAY

In the City of Weed, the main sources of highway noise are:

- **Interstate Highway 5:** Caltrans estimated in 2006 that Ldn noise levels near I-5 range from 75 dBA at 180 feet to 60 dBA at approximately 460 feet from the highway.
- **US Highway 97:** Caltrans estimated in 2006 that Ldn noise levels near this route range from 75 dBA at 120 feet to 60 dBA at approximately 400 feet from the roadway.

#### STATIONARY NOISE SOURCES

Stationary noise sources include industrial land uses, roadway segments, and all the other land designations, which are noise producing. Stationary sources of noise do not produce the same level of noise throughout the day and night, with typical periods lasting from ten to twelve hours. The location of noise receptors relative to noise producers can result in unwanted sound.

In the City of Weed, the main stationary noise source is Roseburg Forest Products' wood processing industrial plant. Even though the plant is located outside of the city limits, it does affect the city noise environment, especially due to the production of veneers. The main noise sources associated with veneer production include docked veneer block, clipping of veneer, and veneer dryer. The veneer plant was damaged during the Boles Fire, but has been updated, and is fully functional since 2015.

#### MOBILE NOISE SOURCES

Noise sources such as lawn mowers, power equipment, power engine tools, and other equipment are temporary noise sources. Local and regional agencies set standards on noise emission limits during certain hours of the day and night.

#### RAILROAD NOISE

Two railroad lines run through the City of Weed. The first is The Central Oregon and Pacific Railroad (CORP), which operates a freight service line between Northern California and Oregon. This line hauls lumber, logs, and plywood from nearby industries and passes through the City daily. CORP terminated its freight service in 2008, but after extensive repairs through the Siskiyou Summit Railroad Revitalization project, the line started again in November 2015. The Siskiyou line now operates between Eugene, Oregon and Weed, California, consisting of an average of 12 to 14 cars per day. Additionally, even though Amtrak does not operate a station within Weed, the Coast Starlight Train runs through the City daily.

#### CONSTRUCTION NOISE

Construction sites typically involve an increase in ambient noise levels, particularly during demolition and infrastructure replacement phases. During construction, various activities that can cause unwanted sound levels and vibration depend on several factors. The highest construction related ground borne vibration levels are typically generated from pile driving and

compaction equipment. The two primary concerns related to construction noise and vibrations are the potential to damage nearby structures, and the potential to interfere with the enjoyment of life.

#### TRUCK ROUTE NOISE

The following truck routes are streets or portions of streets that are adapted for the movements of vehicles exceeding a maximum gross weight of ten tons.

- Black Butte Drive from Shastina Drive to Vista Drive;
- Kellogg Drive from Black Butte Drive to Mary's Drive;
- Mary's Drive from Kellogg Drive to its northern terminus;
- Vista Drive from the South Weed Interstate 5 interchange to its easterly terminus;
- Main Street to Lake Street, East Lake Street to Boles Street to South Weed Boulevard.

#### AIRPORT NOISE

Weed airport is located eight miles from the City boundaries and has no impact on the City in terms of noise.

### **Noise Sensitive Land Uses**

Some land uses are more sensitive than others to unwanted sound and vibration levels. Places where people live, sleep, recreate, worship, and study are generally considered to be sensitive to noise because unwanted sound can disrupt these activities. In the City of Weed, schools, health services, recreation and open spaces, places of worship and convalescent homes are, as required, land uses with quiet environments for public health, safety, and enjoyment. Map 4.12-2 identifies the locations of the noise sensitive uses listed in the following subsections. Map 4.12-3 identifies the locations of the noise sensitive uses with respect to the noise generating sources.

#### PLACES OF WORSHIP

- Assembly of God
- Church of Christ of Weed
- Lake Shastina Community Bible Church
- Grace Presbyterian Church
- Holy Family Catholic Church (momentary relocated at the College of the Siskiyous)
- Weed Berean Church

#### HEALTH SERVICES / CONVALESCENT HOMES:

- Shasta View Nursing Center (previously Sunbridge Care Center for Weed)

- Lakeside Residential Care

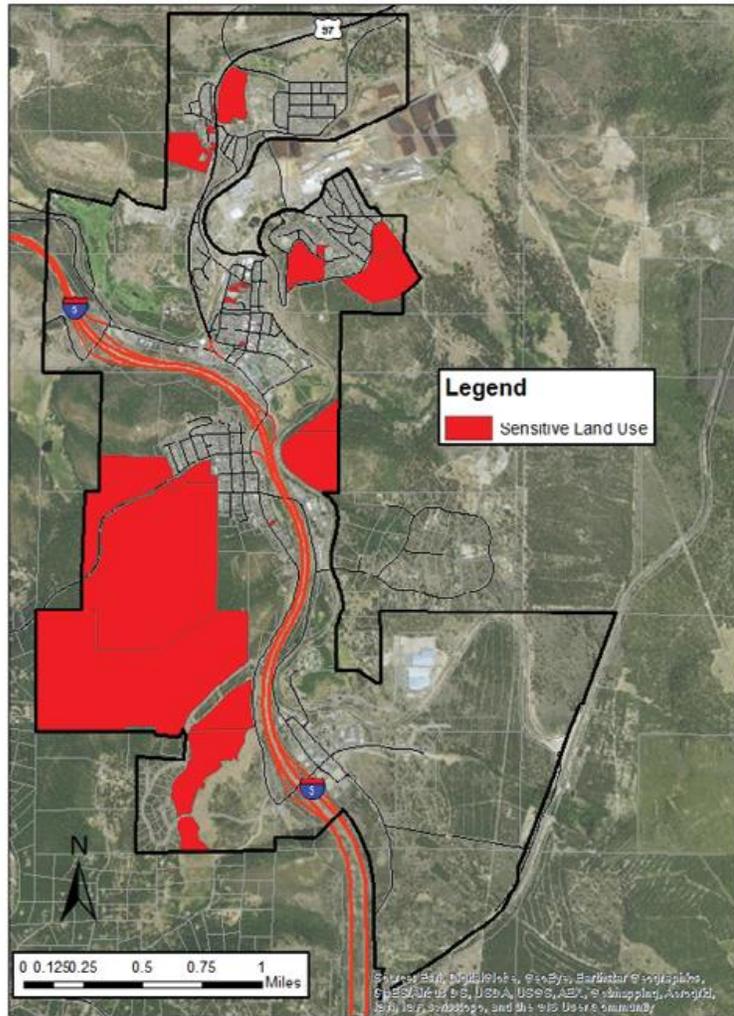
RECREATION / OPEN SPACES:

- Bel Air Park
- Carrick Park
- Charlie Byrd Park
- Sons Park and Lobis Field

SCHOOLS:

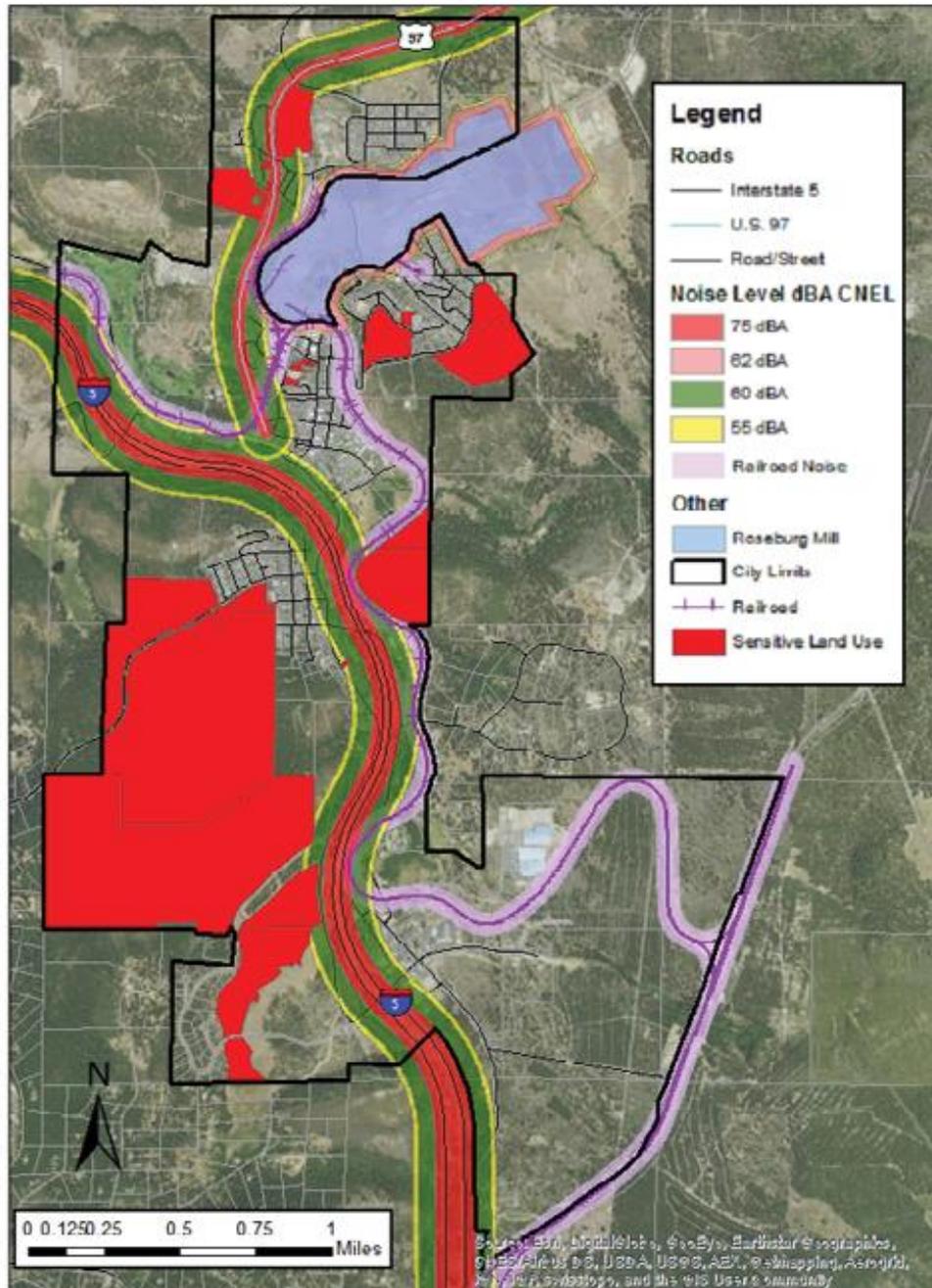
- Weed Union Elementary School
- Weed High School
- College of the Siskiyous
- Siskiyou Christian School

Map 4.12-3 Sensitive Noise Receptors in Weed



**Sensitive Land Uses Map**  
Noise Element

Map 4.12-4 Sensitive Noise Receptors and Generators in Weed



**Existing Noise and Sensitive Receptors Map**  
Noise Element

## 4.12.2. Standards of Significance

### 4.12.2.1. CEQA THRESHOLDS

Noise-related impacts are considered significant if the proposed Plan has the potential to cause:

1. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies
2. Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels
3. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the Plan
4. A substantial temporary or periodic increase in ambient noise above levels existing without the Plan
5. Exposure of persons residing or working in the Planning Area to excessive noise levels associated with a public airport or public use airport
6. Exposure of persons residing or working in the Planning Area to excessive noise levels associated with a private air strip

### 4.12.2.2. METHODOLOGY

The impact discussion works within the framework stated above in order to determine the level of significance pertaining to the proposed Plan. The analytical approaches used in preparing the impact discussion are as follows:

- Identify relevant noise policies, standards, and regulations.
- Identify and map major noise sources and sensitive receptors (e.g., residences, areas used for quiet recreation) in the proposed project area.
- Estimate noise associated with project construction activities. Determine the duration of construction and phases or periods most likely to be disruptive. Identify other nearby projects potentially undergoing simultaneous construction. Compare effects with land use compatibility standards, and applicable noise standards.
- Identify noise sources related to project operation (e.g., new traffic, stationary equipment, or other loud activities), and estimate noise that may result from build-out of the Plan.

### 4.12.3. Impact Discussion

---

**NOISE-1** The proposed Plan will result in **less-than-significant** exposure of persons to or generation of noise levels in excess of established standards.

---

To accommodate future growth, the proposed Plan includes the conversion of all vacant land to a variety of uses including open space, public facilities, circulation, commercial, low to high density residential, and mixed-use. Map 4.12-5 illustrates the six key growth areas in the proposed Plan. Referencing the noise contours illustrated in Map 4.12-1, noise-sensitive land uses, including open space, public facilities, and residential land uses are proposed outside of normally or clearly acceptable ranges of noise established in Table 4.12-2. Furthermore, the proposed land uses do not expose existing sensitive receptors to an unacceptable range of noise. In conclusion, the proposed Plan will cause less-than-significant exposure of persons to or generation of noise levels in excess of the established standards. Furthermore, subsequent projects under the Plan will undergo CEQA review and mitigation of noise impacts.

The proposed Plan also includes the following policies and programs to maintain acceptable levels of noise:

**POLICY NS 1.1.1**

The city shall protect residential areas and noise sensitive receptors such as schools, senior housing, worship places, and health centers from noise generating sources.

**PROGRAM NS 1.1.1.1**

Protect noise sensitive areas with discretionary review procedures such as conditional permits.

**POLICY NS 1.1.2**

New construction must be compliant with Housing and Urban Development (HUD) standards.

**PROGRAM NS 1.1.2.1**

Adopt an ordinance that limits exterior noise of new residential developments to 65 decibels and interior noise level to 45 decibels.

**POLICY NS 1.2.1**

The City shall not authorize excessive noise producing sources in the vicinity of residential areas.

**PROGRAM NS 1.2.1.1**

Adopt a noise ordinance that addresses compatibility amongst mixed land uses.

**PROGRAM NS 1.2.1.2**

Enforce a day and night noise limit regulation.

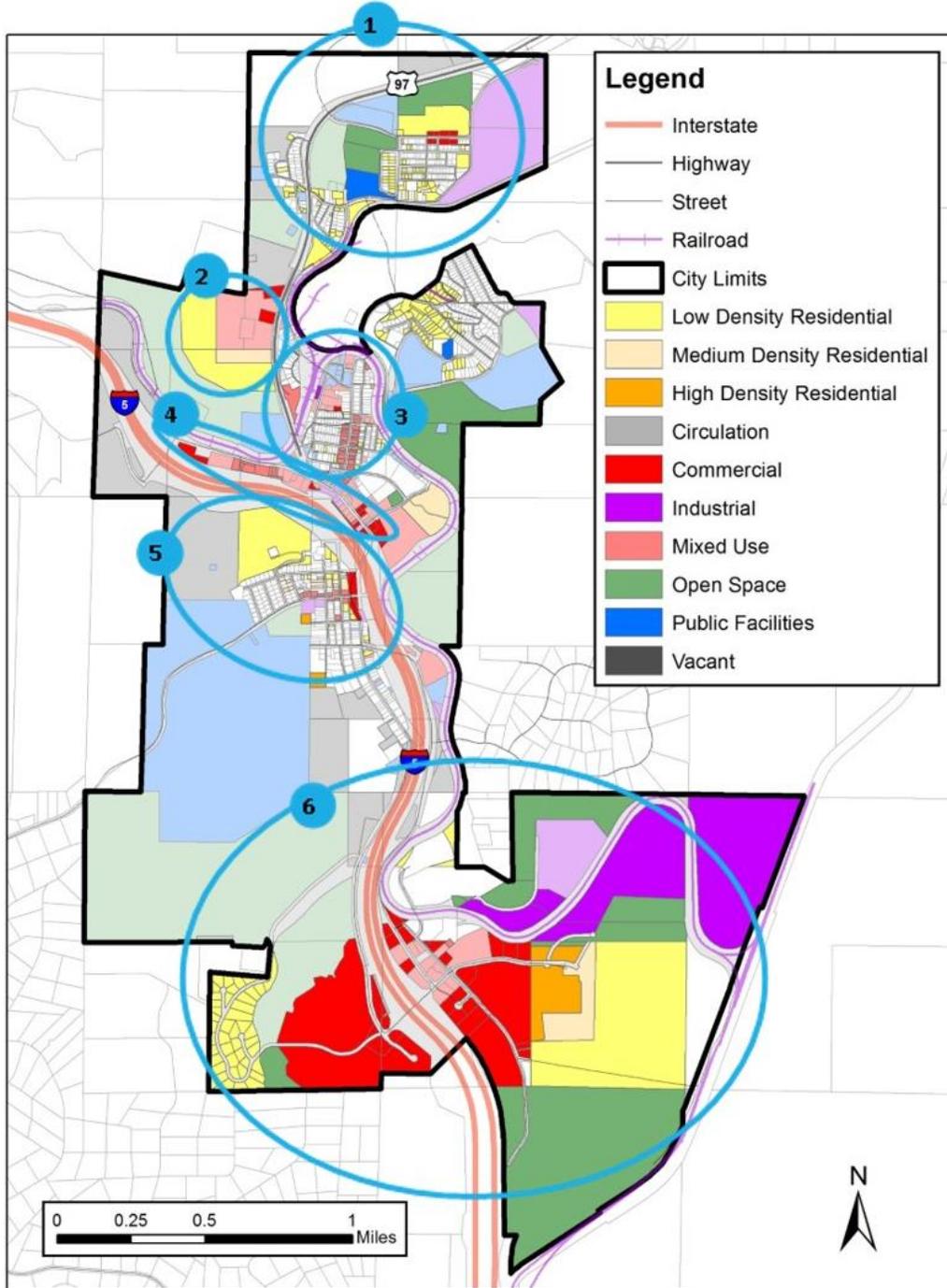
**POLICY NS 1.3.1**

The City shall adopt regulations that minimize the impact of traffic noise.

**PROGRAM NS 1.3.1.1**

Collaborate with Caltrans to evaluate and mitigate traffic-related noise impacts.

Map 4.12-5 Conceptual Land Use Map for the Preferred Growth Scenario



### Conceptual Land Use Map

Preferred Growth

Source: Cal Poly Planning Team (2016)

**POLICY NS 1.3.2.1**

Limit truck parking to South Weed to reduce excessive noise at nighttime in residential and mixed-use neighborhoods.

**POLICY NS 1.3.3.1**

Avoid trash collection at night or early morning.

**POLICY NS 1.4.1**

The City shall adopt regulations to protect noise sensitive receptors from industrial noise sources.

PROGRAM NS 1.4.1.1

Preclude construction of homes, schools and other sensitive uses from the vicinity of noise producing industries.

PROGRAM NS 1.4.1.2

Require new noise producing industries to create natural buffers.

**POLICY NS 1.5.1**

The City shall adopt regulations to limit construction-related noise.

PROGRAM NS 1.5.1.1

Require restrictions on construction activity during nighttime when issuing construction permits.

**POLICY NS 1.6.1**

The City shall evaluate rail-related noise.

PROGRAM NS 1.6.1.1

Evaluate and adopt regulation regarding rail-related noise at the potential future train station.

**Applicable Regulations:** None

**Significance Before Mitigation:** Less-than-significant

---

**NOISE-2** The proposed Plan will result in **less-than-significant** exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels

---

Ground-borne vibration and noise levels in Weed are primarily associated with vehicular traffic along US-97 and I-5, and the railroad. Commercial, residential, and open space uses are proposed along all three noise sources; however, the noise contours in Map 4.12-1 indicate that these land uses are outside of their respective unacceptable noise ranges established in Table 4.12-2. In conclusion, the proposed Plan would less than significantly expose people to, or generate, excessive ground-borne vibration or ground-borne noise levels. Furthermore,

subsequent projects under the Plan will undergo CEQA review and mitigation of noise impacts.

In addition, the following policy and program reduces ground-borne noise associated with rail activity:

**POLICY NS 1.6.1**

The City shall evaluate rail-related noise.

**PROGRAM NS 1.6.1.1**

Evaluate and adopt regulation regarding rail-related noise at the potential future train station.

**Applicable Regulations:** None

**Significance Before Mitigation:** Less-than-significant

---

**NOISE-3** The proposed Plan will result in a **less-than-significant** increase in ambient noise levels in the Planning Area above levels existing without the Plan

---

The preferred growth scenario of the proposed Plan will likely increase permanent ambient noise associated with greater vehicular traffic on US-97 and I-5, as well as proposed commercial and industrial land uses. Any projects resulting from proposed land uses will undergo CEQA review and mitigation of noise impacts. Additionally, ambient noise levels from proposed land uses and increased vehicular traffic will be mitigated by the following policies and programs within the proposed Plan. In conclusion, the expected increase in ambient noise resulting from buildout the proposed Plan is less-than-significant.

**POLICY NS 1.1.1**

The city shall protect residential areas and noise sensitive receptors such as schools, senior housing, worship places, and health centers from noise generating sources.

**PROGRAM NS 1.1.1.1**

Protect noise sensitive areas with discretionary review procedures such as conditional permits.

**POLICY NS 1.1.2**

New construction must be compliant with Housing and Urban Development (HUD) standards.

**PROGRAM NS 1.1.2.1**

Adopt an ordinance that limits exterior noise of new residential developments to 65 decibels and interior noise level to 45 decibels.

**POLICY NS 1.2.1**

The City shall not authorize excessive noise producing sources in the vicinity of residential areas.

**PROGRAM NS 1.2.1.1**

Adopt a noise ordinance that addresses compatibility amongst mixed land uses.

**PROGRAM NS 1.2.1.2**

Enforce a day and night noise limit regulation.

**POLICY NS 1.3.1**

The City shall adopt regulations that minimize the impact of traffic noise.

**PROGRAM NS 1.3.1.1**

Collaborate with Caltrans to evaluate and mitigate traffic-related noise impacts.

**POLICY NS 1.3.2.1**

Limit truck parking to South Weed to reduce excessive noise at nighttime in residential and mixed-use neighborhoods.

**POLICY NS 1.3.3.1**

Avoid trash collection at night or early morning.

**POLICY NS 1.4.1**

The City shall adopt regulations to protect noise sensitive receptors from industrial noise sources.

**PROGRAM NS 1.4.1.1**

Preclude construction of homes, schools and other sensitive uses from the vicinity of noise producing industries.

**PROGRAM NS 1.4.1.2**

Require new noise producing industries to create natural buffers.

**POLICY NS 1.5.1**

The City shall adopt regulations to limit construction-related noise.

**PROGRAM NS 1.5.1.1**

Require restrictions on construction activity during nighttime when issuing construction permits.

**POLICY NS 1.6.1**

The City shall evaluate rail-related noise.

**PROGRAM NS 1.6.1.1**

Evaluate and adopt regulation regarding rail-related noise at the potential future train station.

**Applicable Regulations:** None

**Significance Before Mitigation:** Less-than-significant

---

**NOISE-4:** The proposed Plan will result in **less-than-significant** temporary or periodic increase in ambient noise levels in the Planning Area above levels existing without the Plan

---

The proposed Plan will lead to the construction of projects in the six key growth areas. Although there are no local or regional noise standards for construction, the proposed Plan includes the following policy and program to reduce construction-related noise during the nighttime:

**POLICY NS 1.5.1**

The City shall adopt regulations to limit construction-related noise.

**PROGRAM NS 1.5.1.1**

Require restrictions on construction activity during nighttime when issuing construction permits.

**Applicable Regulations:**

Weed Municipal Code

California Dept. of Transportation ~ Guidelines for Construction Vibrations

**Significance Before Mitigation:** Less-than-significant

---

**NOISE-5:** The proposed Plan **will not** result in exposure of persons residing or working in the Planning Area to excessive noise levels associated with a public airport or public use airport

---

The Weed airport does not create any unacceptable noise levels within the Planning Area, and thus all subsequent development of the proposed Plan will not be exposed to noise associated with air traffic from a public or public use airport.

**Applicable Regulations:** None

**Significance Before Mitigation:** No Impact

---

**NOISE-6:** The proposed Plan **will not** result in exposure of persons residing or working in the Planning Area to excessive noise levels associated with a private air strip

---

There are no existing or proposed private air strips in the Planning Area, and thus no subsequent development of the proposed Plan will be exposed to excessive noise levels associated with air traffic from a private air strip.

**Applicable Regulations:** None

**Significance Before Mitigation:** No Impact

#### **4.12.4. Summary of Potential Impacts and Mitigation Measures**

There are no potentially significant impacts associated with noise, and thus no mitigation measures are required.

#### 4.12.5. References

- Bies D. & Hansen C. (2009). Engineering Noise Control, Theory and Practice. CRC Press.
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## 4.13. POPULATION & HOUSING

| Would the Proposed Plan:                                                                                                                                                                                  | Potentially Significant Impact | Less than Significant with Mitigation | Less than Significant Impact        | No Impact                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|---------------------------------------|-------------------------------------|--------------------------|
| 1. Induce substantial 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)? | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?                                                                                     | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?                                                                                               | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

### 4.13.1. Environmental Setting

This section discusses the environmental setting regarding housing in the City of Weed.

#### 4.13.1.1. REGULATORY FRAMEWORK

This subsection describes the regulatory framework of the proposed Plan’s housing element. The housing element must adhere to several regulations established at the state and local level.

#### State Regulations

### STATE OF CALIFORNIA GENERAL PLAN GUIDELINES 2003

The Governor’s Office of Planning and Research provides the State of California General Plan Guidelines 2003 (GPG) document as a comprehensive guide for local governments to prepare general plan documents. The GPG notes that state law requires the housing element of general plans to be updated at a frequency of “not less than once every five years (§65588)” (OPR, 2003, p. 62). The process of updating the housing element requires a quantitative analysis of the existing housing inventory, existing needs, and projected future needs (provided by the Regional Housing Needs Assessment), as well as the establishment of programs to provide for those needs with respect to identified constraints. State law also requires quantified objectives by income level to be made “for the construction, rehabilitation, and conservation of housing (§65583(b))” (OPR, 2003, p. 62).

### REGIONAL HOUSING NEEDS ASSESSMENT (RHNA)

The California Department of Housing and Community Development (HCD) is required by state law to allocate statewide housing needs to each region through the RHNA process. HCD (2016) works in collaboration with regional Councils of Government and counties to allocate shares of housing needs to each region “based on California Department of Finance population projections and regional population forecasts used in preparing regional transportation plans.” The following objectives should be attained in a RHNA plan:

- Increase the housing supply and the mix of housing types, tenure and affordability in all cities and counties within the region in an equitable manner;
- Promote infill development and socioeconomic equity, the protection of environmental and agricultural resources, and the encouragement of efficient development patterns; and
- Promote an improved intraregional relationship between jobs and housing (HCD, 2016b).

## Local Regulations

### CITY OF WEED HOUSING ELEMENT

The City of Weed Housing Element provides a roadmap for how the jurisdiction will accommodate housing needs for the next five years upon the date of adoption. As required by state law, the Housing Element must quantify projected housing needs by income level, review the existing housing inventory and constraints to housing, and demonstrate how the City of Weed will accommodate housing needs by establishing appropriate goals, policies, objectives, and implementation measures.

### CITY OF WEED ZONING CODE

The zoning code for the City of Weed specifies the physical requirements of developments in regard to the designated land use of the area that it is built in. As the General Plan, which contains the Housing Element and Land Use Element, serves as the “constitution for future development” under California law, the zoning code must adhere to what is established in the General Plan. A change in the zoning code must not be out of compliance with what is designated in the General Plan.

#### 4.13.1.2. EXISTING CONDITIONS

This section reviews the existing conditions of the City of Weed.

### Population

The 2000 and 2010 population totals of the City of Weed and the County of Siskiyou are displayed in Table 4.13.1. As the population figures show, the City of Weed’s population never makes up more than seven percent of that of the County of Siskiyou. Between 2000 and 2010, the County of Siskiyou saw a population percent change of 1.4 percent, from 44,301 to 44,900. In the same timeframe, the City of Weed saw a decrease in population by 0.4 percent, from 2,978 to 2,967.

*Table 4.13-1 Population Change from 2000 to 2010.*

|                           | 2000   | 2010   | Percent Change | Annual Change |
|---------------------------|--------|--------|----------------|---------------|
| <b>City of Weed</b>       | 2,978  | 2,967  | -0.4%          | -0.04%        |
| <b>County of Siskiyou</b> | 44,301 | 44,900 | 1.4%           | 0.14%         |

Source: United States (U.S.) Census Bureau Table DP-1 (2000, 2010).

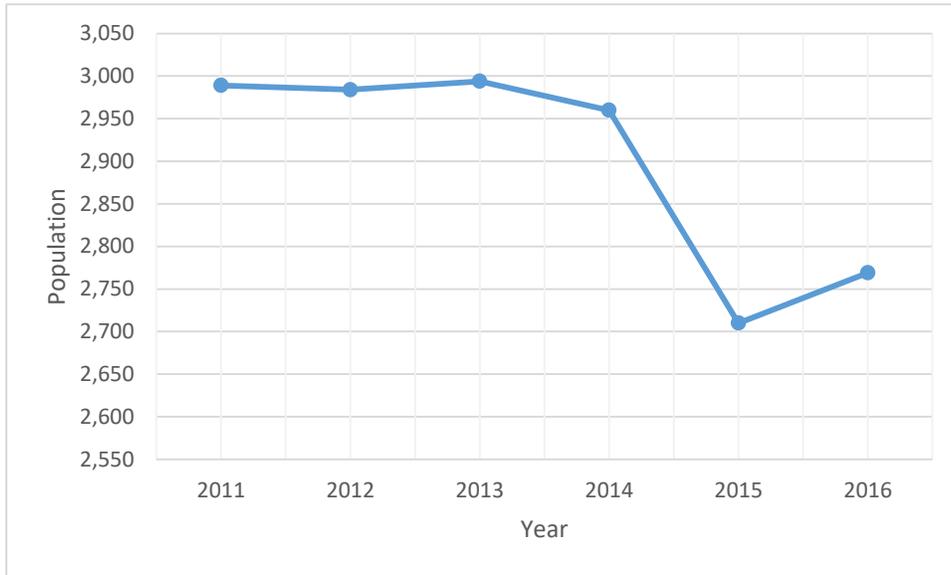
Population data for 2011-2016 is shown in Table 4.13.2, Figure 4.16.1, and Figure 4.16.2 below. As displayed by the numbers, the City of Weed’s population remains relatively stable until the period between 2014 and 2015, when the population drops by 250 people from 2,960 to 2,710. This sharp decline in population can be attributed to the Boles Fire that broke out in September 2014 (California Department of Forestry and Fire Protection, 2014). The County of Siskiyou shows a more gradual decline in population between 2011 and 2016.

*Table 4.13-2 Population Change from 2011 to 2016*

|                           | 2011   | 2012   | 2013   | 2014   | 2015   | 2016   |
|---------------------------|--------|--------|--------|--------|--------|--------|
| <b>City of Weed</b>       | 2,989  | 2,984  | 2,994  | 2,960  | 2,710  | 2,769  |
| <b>County of Siskiyou</b> | 44,854 | 44,841 | 44,829 | 44,811 | 44,776 | 44,739 |

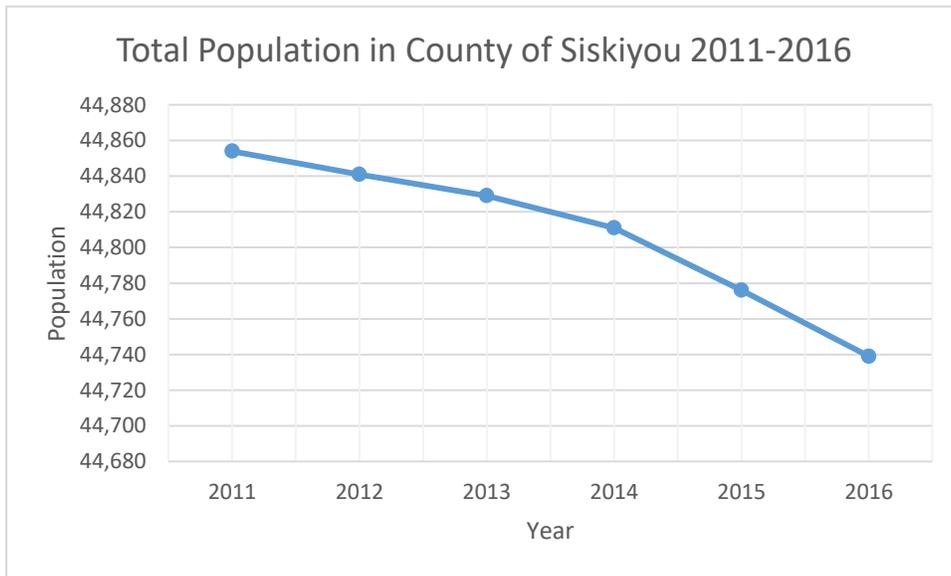
Source: California Department of Finance (2016).

*Figure 4.16-1 Population in City of Weed from 2011 to 2016*



Source: California Department of Finance (2016).

*Figure 4.16-2 Population in County of Siskiyou from 2011 to 2016*



Source: California Department of Finance (2016).

## Housing

A housing condition survey conducted in Weed in October 2015 yielded data shown in Table 4.13.3. Most of the housing structures in Weed are composed of single family detached homes

(57.2 percent). Apartments made up the next highest proportion of housing structures at 19.5 percent. Multi family structures held 14.1 percent of the housing stock in Weed. Subsequent housing types each made up less than ten percent of the housing stock. The number of housing structures takes into account of the effects of the Boles Fire.

*Table 4.13-3 Number of structures by type in Weed, 2015.*

| Structure Type                 | Number       | Percentage    |
|--------------------------------|--------------|---------------|
| Single Family Detached         | 650          | 57.2%         |
| Single Family Attached         | 35           | 3.1%          |
| Apartment                      | 222          | 19.5%         |
| Mobile Home                    | 64           | 5.6%          |
| Multi Family (Duplex)          | 6            | 0.5%          |
| Multi Family (Triplex or Quad) | 160          | 14.1%         |
| <b>Total</b>                   | <b>1,137</b> | <b>100.0%</b> |

Source: City of Weed (2016b, p. 111).

Table 4.13.4 displays the number of housing structures by the decade of construction. The data show that a significant percentage of structures were built before 1980. In fact, 876 (70.9 percent) housing structures were built before 1980, while 359 (29.1 percent) structures were built either during 1980, or after 1980. The only decade after 1980 that has a number of housing structures built close to that of the decades before 1980 is 2000 to 2009, during which a nationwide housing bubble and subsequent crash took place.

*Table 4.13-4 Number of Structures by Year Built in Weed, 2010-2014.*

| Year Structure Built  | Number       | Percentage    |
|-----------------------|--------------|---------------|
| Built 2010 or later   | 0            | 0.0%          |
| Built 2000 to 2009    | 191          | 15.5%         |
| Built 1990 to 1999    | 48           | 3.9%          |
| Built 1980 to 1989    | 120          | 9.7%          |
| Built 1970 to 1979    | 228          | 18.5%         |
| Built 1960 to 1969    | 140          | 11.3%         |
| Built 1950 to 1959    | 82           | 6.6%          |
| Built 1940 to 1949    | 189          | 15.3%         |
| Built 1939 or earlier | 237          | 19.2%         |
| <b>Total</b>          | <b>1,235</b> | <b>100.0%</b> |

Source: U.S. Census Bureau Table DP-4 (2014b).

The number of structures by condition in Weed is shown in Table 4.13.5. Over three-fourths (77.2 percent) of the housing structures were in good condition, while over one-tenth (11.9 percent) were in fair condition. Two percent of the housing structures were in poor condition, while 0.2 percent was in bad condition. No data was found for 8.6 percent of the housing structures.

*Table 4.13-5 Number of Structures by Condition in Weed, 2015*

| Structure Condition   | Number     | Percent       |
|-----------------------|------------|---------------|
| Good                  | 641        | 77.2%         |
| Fair                  | 99         | 11.9%         |
| Poor                  | 17         | 2.0%          |
| Bad                   | 2          | 0.2%          |
| N/A or No Information | 71         | 8.6%          |
| <b>Total</b>          | <b>830</b> | <b>100.0%</b> |

Source: City of Weed (2016b, p. 112).

Table 4.13.6 shows the number of housing units by occupancy in Weed for the five-year period of 2010 to 2014. 88.3 percent of the 1,235 housing units were occupied, while 11.7 percent were vacant. In Table 4.13.7, of the housing units that were occupied (1,090), 448 (41.1 percent) were owner-occupied, while 642 (58.9 percent) were renter-occupied.

*Table 4.13-6 Number of Housing Units by Occupancy in Weed, 2010-2014.*

| Housing Occupancy      | Number       | Percent       |
|------------------------|--------------|---------------|
| Occupied Housing Units | 1,090        | 88.3%         |
| Vacant Housing Units   | 145          | 11.7%         |
| <b>Total</b>           | <b>1,235</b> | <b>100.0%</b> |

Source: U.S. Census Bureau Table DP-4 (2014b).

*Table 4.13-7 Number of Occupied Housing Units by Tenure in Weed, 2010-2014.*

| Housing Tenure  | Number       | Percent       |
|-----------------|--------------|---------------|
| Owner-occupied  | 448          | 41.1%         |
| Renter-occupied | 642          | 58.9%         |
| <b>Total</b>    | <b>1,090</b> | <b>100.0%</b> |

Source: U.S. Census Bureau Table DP-4 (2014b).

## Employment

Table 4.13.8 displays the number of employed and unemployed civilian workers in the workforce for the City of Weed and the County of Siskiyou. The County of Siskiyou had approximately 14 times more employed workers and unemployed workers compared to the City of Weed. The proportion of employed workers (85.6 percent) and unemployed workers (14.4 percent) in the civilian workforce in the County of Siskiyou was comparable to that of the City of Weed (86 percent and 14 percent, respectively).

*Table 4.13-8 Employment Status of Civilian Labor Force in Weed and Siskiyou County, 2010-2014.*

| Employment Status | City of Weed |         | County of Siskiyou |         |
|-------------------|--------------|---------|--------------------|---------|
|                   | Number       | Percent | Number             | Percent |
| Employed          | 1,169        | 86.0%   | 16,225             | 85.6%   |
| Unemployed        | 191          | 14.0%   | 2,725              | 14.4%   |
| Total             | 1,360        | 100.0%  | 18,950             | 100.0%  |

Source: U.S. Census Bureau Table DP-3 (2014a).

The number of laborers by industry for the City of Weed and Siskiyou County from 2010 to 2014 is displayed in Table 4.13.9. As the percentages of laborers by industry show, the economy of the City of Weed and the County of Siskiyou are mixed, with no discernible pattern by related industries between the two jurisdictions.

*Table 4.13-9 Number of laborers by Industry in Weed and Siskiyou County, 2010-2014*

| Industry                                               | City of Weed |         | County of Siskiyou |         |
|--------------------------------------------------------|--------------|---------|--------------------|---------|
|                                                        | Number       | Percent | Number             | Percent |
| Agriculture, forestry, fishing and hunting, and mining | 40           | 3.4%    | 1,348              | 8.3%    |
| Construction                                           | 79           | 6.8%    | 995                | 6.1%    |
| Manufacturing                                          | 120          | 10.3%   | 1,039              | 6.4%    |
| Wholesale trade                                        | 61           | 5.2%    | 311                | 1.9%    |
| Retail trade                                           | 134          | 11.5%   | 2,014              | 12.4%   |
| Transportation and warehousing, and utilities          | 38           | 3.3%    | 525                | 3.2%    |
| Information                                            | 54           | 4.6%    | 320                | 2.0%    |

| Industry                                                                                   | City of Weed |               | County of Siskiyou |               |
|--------------------------------------------------------------------------------------------|--------------|---------------|--------------------|---------------|
|                                                                                            | Number       | Percent       | Number             | Percent       |
| Finance and insurance, and real estate and rental and leasing                              | 9            | 0.8%          | 660                | 4.1%          |
| Professional, scientific, and management, and administrative and waste management services | 68           | 5.8%          | 1,088              | 6.7%          |
| Educational services, and health care and social assistance                                | 237          | 20.3%         | 4,300              | 26.5%         |
| Arts, entertainment, and recreation, and accommodation and food services                   | 278          | 23.8%         | 1,610              | 9.9%          |
| Other services, except public administration                                               | 33           | 2.8%          | 716                | 4.4%          |
| Public administration                                                                      | 18           | 1.5%          | 1,299              | 8.0%          |
| <b>Total</b>                                                                               | <b>1,169</b> | <b>100.0%</b> | <b>16,225</b>      | <b>100.0%</b> |

Source: U.S. Census Bureau Table DP-3 (2014a).

An analysis of jobs to labor force ratio for the City of Weed was conducted using the *OnTheMap* tool provided by the U.S. Census Bureau. The results are displayed in Table 4.13.10. For the years of 2010 to 2014, the jobs to labor force ratio was above 1.0, meaning that there were more jobs than workers in the City of Weed. This indicates that there is a net inflow of workers into the City of Weed, and that more housing may need to be provided within the city limits.

*Table 4.13-10 Jobs-Labor Force Ratio for City of Weed, 2010-2014*

| Year | Number of Jobs | Number in Labor Force | Jobs-Labor Force Ratio |
|------|----------------|-----------------------|------------------------|
| 2010 | 1,284          | 1,081                 | 1.19                   |
| 2011 | 1,401          | 834                   | 1.68                   |
| 2012 | 1,413          | 804                   | 1.76                   |
| 2013 | 1,444          | 827                   | 1.75                   |
| 2014 | 1,327          | 1,104                 | 1.20                   |

Source: U.S. Census Bureau *OnTheMap* Inflow/Outflow Analysis (2016).

The 2014-2019 RHNA for the City of Weed is displayed below in Table 4.13.11. Of the 38 housing units assigned to the City of Weed, 16 (42.1 percent) are above moderate income, ten (26.3 percent) are very low income, six (15.8 percent) are moderate income, and six (15.8 percent) are low income.

*Table 4.13-11 RHNA for City of Weed by HCD.*

| Income Category | Units     | Percent       |
|-----------------|-----------|---------------|
| Very Low        | 10        | 26.3%         |
| Low             | 6         | 15.8%         |
| Moderate        | 6         | 15.8%         |
| Above Moderate  | 16        | 42.1%         |
| <b>Total</b>    | <b>38</b> | <b>100.0%</b> |

Source: HCD (2016a).

## 4.13.2. Standards of Significance

This section discusses the standards of significance for environmental impacts from population and housing.

### 4.13.2.1. CEQA THRESHOLDS

In accordance with Appendix G of the CEQA Guidelines, the following criteria serve as the standards of significance for any potential environmental impacts resulting from population and housing in the proposed Plan:

1. Would the proposed Plan induce substantial 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)?
2. Would the proposed Plan displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
3. Would the proposed Plan displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

### 4.13.2.2. METHODOLOGY

The methodology for evaluating the proposed Plan's impacts involves a review of its estimates of future population and housing growth. The proposed Plan's goals, policies, and programs are also reviewed to determine if future population and housing growth is accommodated in a

responsible, efficient, and compatible manner with the thresholds identified by Appendix G of the CEQA Guidelines.

### 4.13.3. Impact Discussion

This section discusses the impacts of the proposed Plan in relation to the criteria established by Appendix G of the CEQA Guidelines on population and housing.

---

|              |                                                                                                                                                                                                                       |
|--------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>POP-1</b> | The proposed Plan would <b>less than significantly</b> induce substantial population growth either directly, by proposing new homes and business, or indirectly, through extension of roads and other infrastructure. |
|--------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

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The Preferred Growth Scenario of the proposed Plan used the cohort-component method of population projection according to OPR guidelines to calculate population growth and number of households. Employment projections were also generated using a ratio of jobs to labor between 2009 and 2013 in Weed. Under the Preferred Growth Scenario, the City of Weed could need to accommodate up to about 700 additional housing units by 2040, as shown in Table 4.13.12. This is in addition to a population increase of over 630 and an employment increase of close to 800 jobs over the same period.

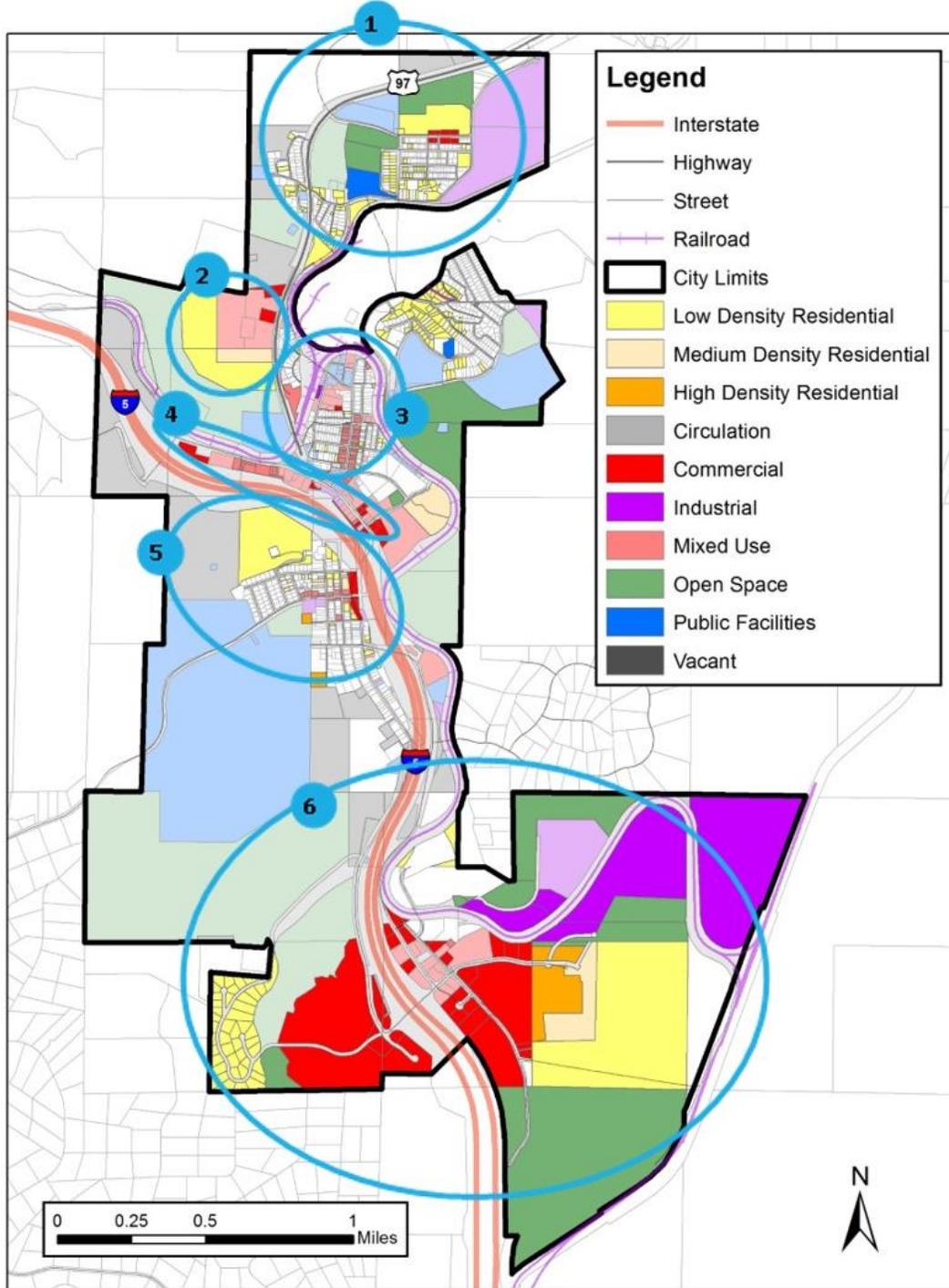
*Table 4.13-12 Preferred Growth Scenario Growth Assumptions.*

| Assumptions              | 2010  | 2040  | 2010-2040 Change |
|--------------------------|-------|-------|------------------|
| <b>Population Target</b> | 2,967 | 3,602 | 635              |
| <b>Housing Target</b>    | 1,233 | 1,922 | 689              |
| <b>Employment Target</b> | 1,444 | 2,239 | 795              |

Source: City of Weed (2016a, p. 128).

The proposed Plan would accommodate the additional housing units through a combination of infill development in six targeted key growth areas (Map 4.13-1), an increase in the density of development, and greenfield development along the periphery of existing neighborhoods, as shown in Table 4.13-13 and Table 4.13-14.

Map 4.13-1 Preferred Growth Scenario Conceptual Land Use Map.



**Conceptual Land Use Map**  
Preferred Growth

Source: City of Weed (2016a, p. 130).

*Table 4.13-13 Proposed Densities and Potential Housing Units by Key Growth Area.*

| Growth Areas               | Residential Densities | Approximate Acreage | Approximate Units per Acre | Potential for Housing (Units) |
|----------------------------|-----------------------|---------------------|----------------------------|-------------------------------|
| Angel Valley               | Low Density           | 29.5                | 5                          | 148                           |
| Lincoln Heights            | Low Density           | 1.4                 | 5                          | 7                             |
| Creekside Village          | Low Density           | 17.8                | 5                          | 89                            |
| School House Hill          | Low Density           | 17.3                | 5                          | 87                            |
| Historic Downtown          | Mixed Use             | 1.8                 | 20                         | 36                            |
|                            | Low Density           | 0.5                 | 5                          | 3                             |
|                            | Medium Density        | 11.1                | 15                         | 167                           |
| North/South Weed Boulevard | Mixed Use             | 3.8                 | 20                         | 76                            |
| Bel Air                    | Mixed Use             | 2.1                 | 15                         | 32                            |
|                            | Low Density           | 26.7                | 5                          | 134                           |
|                            | Medium Density        | 2.5                 | 15                         | 38                            |
|                            | High Density          | 1.4                 | 30                         | 42                            |
| South Weed                 | Mixed Use             | 0.3                 | 15                         | 5                             |
|                            | Low Density           | 180.6               | 2                          | 361                           |
|                            | Medium Density        | 0                   | 15                         | 0                             |
|                            | High Density          | 23.6                | 30                         | 708                           |
| <b>Total</b>               |                       | <b>320.4</b>        |                            | <b>1,931</b>                  |

Source: City of Weed (2016a, p. 165).

*Table 4.13-14 Housing by Density under Preferred Growth Scenario.*

| Dwelling Units per Acre | Number of Stories | Parcels | % of Total Parcels | Acreage | % of Total Acres |
|-------------------------|-------------------|---------|--------------------|---------|------------------|
| 16 - 21                 | 1 - 3             | 17      | 2%                 | 44      | 6%               |
| 6 - 15                  | 1 - 3             | 36      | 3%                 | 36      | 5%               |
| 0.5 - 5                 | 1 - 2             | 980     | 89%                | 602     | 86%              |
| 6 - 20                  | 1 - 3             | 66      | 6%                 | 15      | 2%               |
|                         |                   | 1099    | 100%               | 697     | 100%             |

Source: City of Weed (2016a, p. 165).

Based on projections in the proposed Plan, there is enough residential land to be able to accommodate the 2010-2015 RHNA and its future updates through 2040. Specifically, the total potential number of housing units that could be built under the Preferred Growth Scenario (1,931 housing units) is almost 3 times the projected change in housing units between 2010 and 2040 in the City of Weed (689 housing units). Since these additional housing units would accommodate the projected population growth (635 people) between 2010 and 2040 in the City of Weed, it can be said that the additional housing is not anticipated to induce substantial population growth, and therefore result in significant impacts.

The Preferred Growth Scenario also expands the existing road network to serve the new developments in the key growth areas. This expansion in roads would support population growth, and therefore not result in significant impacts.

The potentially significant impacts that the Preferred Growth Scenario could generate from population growth in relation to expansions in the supply of housing and roadways are mitigated, however, with policies outlined under the proposed Plan. Therefore, the proposed Plan would then result in less than significant impacts. The policies are as follows:

**PROGRAM LU 1.2.1.2**

Provide density bonuses from new mixed-use housing developments in key growth areas.

**PROGRAM LU 2.1.1.1**

Amend the zoning code to allow density increases on infill sites that can accommodate the increases without having an adverse effect on the adjacent properties.

**PROGRAM LU 2.2.1.1**

Establish design standards for streets to accommodate all users and modes of transportation.

**PROGRAM LU 2.2.1.2**

Provide adequate transportation infrastructure that supports connectivity between land uses.

**PROGRAM LU 2.3.1.1**

Develop an urban growth boundary that limits sprawl without restricting development or causing an increase in property value.

**PROGRAM LU 2.3.1.2**

Establish an appeal procedure for uses that may require development outside the urban growth boundary.

**PROGRAM LU 2.2.2.2**

Rezone vacant areas to allow for a higher density.

**PROGRAM LU 3.1.1.1**

Implement transitional land uses between conflicting land uses.

**PROGRAM LU 3.1.1.2**

Establish standards in the zoning ordinance to reduce impacts of higher intensity uses, including but not limited to: landscaping, air quality, noise, odor, light, or traffic.

**PROGRAM LU 3.2.1.1**

Develop a strategic plan to annex parcel(s) of land encompassing neighboring communities.

**PROGRAM CI 1.1.1.1**

Prioritize complete streets improvements along Weed's collector roads.

**PROGRAM CI 1.1.1.2**

Adopt a Bicycle and Pedestrian Master Plan that further identifies specific needs and priorities for alternative transportation in Weed.

**PROGRAM CI 1.1.1.3**

Establish educational programs and events that encourage the use of active transportation.

**PROGRAM CI 1.1.3.1**

Conduct a traffic study to understand the needs of non-drivers.

**PROGRAM CI 1.1.3.2**

Prioritize investment along corridors that are most frequently used by non-drivers.

**PROGRAM CI 1.2.1.1**

Adopt standards for safe pedestrian crossings and road segments that are consistent with traffic control devices in the Manual for Uniform Traffic Control Devices (MUTCD)

**PROGRAM CI 1.2.1.2**

Implement traffic calming techniques to reduce vehicle speeds along corridors with high traffic speeds and volumes.

**PROGRAM CI 1.2.1.3**

Adopt a Safe Routes to School program that incorporates pedestrian safety measure near Weed Elementary School, Weed High School, and College of the Siskiyous.

**PROGRAM CI 1.2.1.4**

Require new developments to provide adequate pedestrian access within and surrounding the property.

**PROGRAM CI 1.2.1.5**

Prioritize sidewalk repair and installation in areas with high residential and commercial activity.

**PROGRAM CI 1.2.2.1**

Implement principles of universal design such as ADA accessible ramps, high-intensity activated crosswalk (HAWK) beacons, and tactile pavements at intersections.

**PROGRAM CI 1.2.2.2**

Regulate the obstruction of sidewalks by trees, fire hydrants, poles, or other objects that may prevent mobility of people with disabilities.

**PROGRAM CI 1.3.1.1**

Adopt and implement a Bicycle Master Plan.

**PROGRAM CI 1.3.1.2**

Prioritize investment in separated (Class I and II) bicycle facilities along commercial corridors and in areas with unsafe conditions such as high truck traffic and vehicle speeds.

**PROGRAM CI 1.3.1.3**

Implement shared roadway facilities as “sharrows” along local and residential roads with slow traffic speeds.

**PROGRAM CI 1.3.1.4**

Adopt a Safe Routes to School program that incorporates bicycle safety measures near Weed Elementary School, Weed High School, and College of the Siskiyous.

**PROGRAM CI 1.3.1.5**

Implement signage that designates bicycle routes and indicates cyclist presence to drivers.

**PROGRAM CI 1.3.1.1**

Provide bicycle parking within each key growth area.

**PROGRAM CI 1.3.1.2**

Require new developments to include bicycle parking that is at least ten percent of the parking allocated for automobiles.

**PROGRAM CI 1.4.1.1**

Conduct a study to identify inadequate transit facilities and underserved areas within the City.

**PROGRAM CI 1.4.1.2**

Prioritize improvements and access to transit in underserved areas.

**PROGRAM CI 1.4.1.3**

Promote the incorporation of bus shelters and benches to make public transit a more attractive and comfortable mode of transportation.

**PROGRAM CI 1.4.2.1**

Prioritize investment in sidewalks near transit stops.

**PROGRAM CI 1.4.2.2**

Locate bike parking near transit.

**PROGRAM CI 1.5.1.1**

Coordinate with STAGE to provide and establish on-call para-transit service and serve senior transport needs.

**PROGRAM CI 1.6.2.1**

Develop a local emergency response plan that includes procedures for safe, prompt, and orderly evacuation strategies, locations of safe meeting areas, emergency supplies including food, water, and medical, and general emergency protocol.

**PROGRAM CI 1.6.2.2**

Educate community members on the procedures for safe evacuation strategies and the location of safe meeting areas in the occurrence of an emergency.

**PROGRAM CI 1.7.1.1**

Conduct a traffic study to determine the current level of service.

**PROGRAM CI 1.7.1.2**

Calibrate a multimodal level of service model for the City.

**PROGRAM CI 1.7.1.3**

Establish a multimodal level of service.

**PROGRAM CI 1.7.1.4**

Conduct a signal warrant analysis to determine if additional signalized intersections are necessary.

**PROGRAM CI 1.8.1.1**

Continue to restrict truck access for vehicles over 10 tons to Main Street to ensure a serene environment for local residents and visitors in downtown.

**PROGRAM CI 2.1.1.1**

Conduct a pavement condition inventory to identify and prioritize roadways that require pavement repair.

**PROGRAM CI 2.1.1.2**

Conduct an inventory of traffic control devices to identify and prioritize areas that require repair and improvement.

**PROGRAM CI 2.1.1.3**

Develop a Capital Improvement Plan.

**PROGRAM CI 3.1.1.1**

Conduct feasibility studies to determine locations for alternative pathways.

**PROGRAM CI 3.1.1.2**

Identify funding sources to aid in implementing additional infrastructure connections.

**PROGRAM CI 4.1.1.1**

Implement carpooling and ridesharing programs.

**PROGRAM CI 4.2.1.1**

Implement traffic impact fees to improve transit, bicycle, and pedestrian facilities, and to undertake traffic calming policies.

**PROGRAM HO 1.1.1.1**

Identify and pursue funding sources for housing assistance and infrastructure expansion to serve new areas of housing development.

**PROGRAM HO 1.1.1.2**

Provide adequate facilities such as infrastructure, water supply, and public services to support new housing developments.

**PROGRAM HO 1.1.1.3**

Accommodate a minimum of 38 additional housing units by the year 2019 to satisfy the Regional Housing Needs Allocation.

**PROGRAM HO 1.1.2.1**

Amend the zoning code as necessary to accommodate future housing needs.

PROGRAM HO 2.1.1.1

Install utilities and other infrastructure to support housing development.

PROGRAM HO 2.2.1.1

Update the zoning code to include higher density and mixed-use land uses in key growth areas.

PROGRAM HO 2.2.1.2

Amend the zoning code to allow maximum allowable lot coverage of 90 percent.

PROGRAM HO 3.1.1.1

Adopt a Specific Plan for downtown that protects and enhances the historical and mixed-use character of downtown Weed.

PROGRAM HO 3.1.2.1

Update the zoning code to address the physical requirements for new housing throughout Weed's neighborhoods.

PROGRAM HO 4.1.1.1

Incentivize the development of affordable housing by reducing minimum parking requirements and offering density bonuses.

PROGRAM HO 4.1.1.2

Streamline the permitting process for secondary dwelling units.

PROGRAM HO 4.1.2.1

Continue to support rental assistance and rent subsidy programs for low-income residents.

PROGRAM HO 4.3.1.1

Identify the amount of housing needed to accommodate the growth of specialized housing.

PROGRAM HO 4.3.1.2

Integrate special needs housing into key growth areas to promote access to amenities and services.

PROGRAM HO 4.3.2.1

Provide housing regardless of race, religion, sex, marital status, family type, ancestry, national origin, color, or other protected status.

PROGRAM HO 5.1.1.1

Identify and pursue state and federal funding sources to aid with home refurbishment.

PROGRAM HO 5.1.1.2

Offer residential rehabilitation assistance programs to aid property owners to maintain good housing conditions.

**PROGRAM HO 5.1.1.3**

Expand code enforcement to ensure the upkeep of residential properties.

**PROGRAM HO 5.1.2.1**

Maintain and disseminate a list of rebate and assistance programs to help residents and homeowners upkeep houses.

**PROGRAM HO 5.1.2.2**

Motivate property owners to take advantage of incentive programs for energy efficient appliances and renewable energy.

**PROGRAM HO 5.1.3.1**

Streamline the permitting process to promote the acquisition, rehabilitation, and maintenance of vacant housing units.

**PROGRAM HO 5.1.3.2**

Invest in public infrastructure that promotes the livability of the housing stock.

**Applicable regulations:** None

**Significance Before Mitigation:** Less than significant

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**POP-2** The proposed Plan would **less than significantly** displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere.

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To assess if the proposed Plan would displace substantial numbers of existing housing units and necessitate the construction of replacement housing elsewhere, three figures are compared; these include the projected growth in housing units in the City of Weed from 2010 to 2040, the potential number of housing units under the Preferred Growth Scenario of the proposed Plan, and the City of Weed RHNA requirement from 2014 to 2019. These figures are shown in Table 4.13.15.

*Table 4.13-15 Comparison of Housing Unit Figures.*

|                                                                        |       |
|------------------------------------------------------------------------|-------|
| <b>2010-2040 Change in Housing Units</b>                               | 689   |
| <b>Potential Housing Units under 2040 GP Preferred Growth Scenario</b> | 1,931 |
| <b>2014-2019 City of Weed RHNA Requirement</b>                         | 38    |

Sources: City of Weed (2016a, p. 128, p. 165), HCD (2016a).

It can be observed that 1,931 potential units under the Preferred Growth Scenario can accommodate nearly 3 times the projected change in housing units from 2010 to 2040 (689 units). Therefore, the proposed Plan does not displace a substantial number of existing housing units.

A comparison between the RHNA requirement and the projected change in housing units from 2014 and 2019 is also done. As the RHNA requirement is presented on a per five-year rate, the 2010-2040 change in housing units figure must also be converted to the same rate. The calculations are presented below.

|                                                           |
|-----------------------------------------------------------|
| Total Time Frame = 2040 - 2010 = 30 years                 |
| Period = 5 years                                          |
| Total Time Frame ÷ Period = 30 years ÷ 5 years = 6 cycles |
| 2010-2040 Change in Housing Units ÷ 6 cycles              |
| = 689 housing units ÷ 6 cycles                            |
| <b>= 115 units per five years</b>                         |

The projected change in housing units from 2010 to 2040 of 115 units per five years is over three times greater than the City of Weed RHNA requirement of 38 units over the five-year period from 2014 to 2019. This demonstrates that the RHNA requirement is satisfied by the projected change in housing units in the Preferred Growth Scenario. Also, since the projected change in housing units is accommodated by the potential number of housing units under the Preferred Growth Scenario, the RHNA requirement is also satisfied by the Preferred Growth Scenario. Thus, the proposed Plan would not displace substantial numbers of existing housing units and necessitate the construction of replacement housing elsewhere.

**Applicable regulations:** None

**Significance Before Mitigation:** Less than significant

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**POP-3** The proposed Plan would **less than significantly** displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

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The proposed Plan accommodates future housing needs through infill development, higher density residential development, and locating development along the periphery of existing residential neighborhoods.

Table 4.13.16 shows a comparison of land uses between 2015 and 2040. The acreages for low density residential, medium density residential, and high density residential change by 68 percent, 56 percent, and 130 percent, respectively. In addition, the amount of vacant land in the City decreases by 81 percent due to development.

*Table 4.13-16 Comparison of Land Uses between 2015 and 2040.*

| Land Use Type               | 2015 Land Use Inventory |                    | 2040 Preferred Growth |                    | Percent Change |
|-----------------------------|-------------------------|--------------------|-----------------------|--------------------|----------------|
|                             | Acreage                 | Percent of Acreage | Acreage               | Percent of Acreage |                |
| Circulation                 | 570.1                   | 18.5%              | 570.1                 | 18.5%              | 0%             |
| Light Industrial            | 0.0                     | 0.0%               | 148                   | 4.8%               | 100%           |
| Industrial                  | 100.8                   | 3.3%               | 112.5                 | 3.7%               | 12%            |
| Public Facilities           | 332.8                   | 10.8%              | 341.5                 | 11.1%              | 3%             |
| Parks                       | 31.5                    | 1.0%               | 45.6                  | 1.5%               | 45%            |
| Open Space                  | 404.8                   | 13.2%              | 708.66                | 23.0%              | 75%            |
| Office                      | 1.2                     | 0.0%               | 1.5                   | 0.0%               | 25%            |
| Service & Retail Commercial | 103.6                   | 3.4%               | 241.8                 | 7.9%               | 133%           |
| Mixed Use                   | 4.3                     | 0.1%               | 14.9                  | 0.5%               | 247%           |
| Low Density Residential     | 359.1                   | 11.7%              | 602.3                 | 19.6%              | 68%            |
| Medium Density Residential  | 23.0                    | 0.7%               | 36.0                  | 1.2%               | 56%            |
| High Density Residential    | 19.1                    | 0.6%               | 43.9                  | 1.4%               | 130%           |
| Vacant                      | 1,126.9                 | 36.6%              | 210.4                 | 6.8%               | -81%           |
| <b>Total</b>                | <b>3,077.2</b>          | <b>100.0%</b>      | <b>3077.2</b>         | <b>100%</b>        | <b>0%</b>      |

Source: City of Weed (2016a, p. 131).

All policies and programs under Goal 5 of the Housing Element of the proposed Plan are intended to prevent the displacement of households due to the construction of new development by maintaining and improving the existing housing inventory.

As such, the proposed Plan would less than significantly displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. All new housing would be accommodated through infill development, higher density residential development, and peripheral development.

**Applicable regulations:** None

**Significance Before Mitigation:** Less than significant

#### **4.13.4. Summary of Potential Impacts and Mitigation Measures**

Built-out of the proposed Plan would not result in significant impacts related to population and housing. No mitigation measures are, therefore, required.

### 4.13.5. References

- California Department of Forestry and Fire Protection. (2014). *Boles Fire*. Retrieved on October 20, 2014, from [http://cdfdata.fire.ca.gov/incidents/incidents\\_details\\_info?incident\\_id=1063](http://cdfdata.fire.ca.gov/incidents/incidents_details_info?incident_id=1063)
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- California Department of Housing and Community Development. (2016a). *Housing elements and Regional Housing Need Allocation*. Retrieved on October 23, 2016, from <http://www.hcd.ca.gov/housing-policy-development/housing-resource-center/plan/he/>
- (2016b). *Regional housing needs assessment (RHNA)*. Retrieved on October 18, 2016, from [http://www.hcd.ca.gov/housing-policy-development/housing-element/hn\\_phn\\_regional.php](http://www.hcd.ca.gov/housing-policy-development/housing-element/hn_phn_regional.php)
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- Office of Planning and Research. (2003). *State of California general plan guidelines 2003*. Retrieved on October 18, 2016, from [https://www.opr.ca.gov/docs/General\\_Plan\\_Guidelines\\_2003.pdf](https://www.opr.ca.gov/docs/General_Plan_Guidelines_2003.pdf)
- United States Census Bureau. (2000). *Table DP-1: Profile of general demographic characteristics: 2000*. City of Weed and County of Siskiyou. Retrieved on October 18, 2016, from <https://factfinder.census.gov>
- (2010). *Table DP-1: Profile of general population and housing characteristics: 2010*. City of Weed and County of Siskiyou. Retrieved on October 18, 2016, from <https://factfinder.census.gov>
- (2014a). *Table DP-3: Selected economic characteristics: 2010-2014 American Community Survey 5-Year estimates*. City of Weed and County of Siskiyou. Retrieved on October 20, 2016, from <https://factfinder.census.gov>

- (2014b). Table DP-4: Selected housing characteristics: 2010-2014 American Community Survey 5-Year estimates. City of Weed. Retrieved on October 20, 2016, from <https://factfinder.census.gov>
- (2016). Inflow/Outflow analysis. *OnTheMap*. City of Weed. Retrieved on October 23, 2016, from <http://onthemap.ces.census.gov/>

## 4.14. PUBLIC SERVICES

| Would the Proposed Plan:                                                                                                                                                                                                                                                                                                                                                              | Potentially Significant Impact | Less than Significant with Mitigation | Less than Significant Impact        | No Impact                |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|---------------------------------------|-------------------------------------|--------------------------|
| Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for the following: |                                |                                       |                                     |                          |
| 1. Fire and Emergency Services                                                                                                                                                                                                                                                                                                                                                        | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. Police Services                                                                                                                                                                                                                                                                                                                                                                    | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. Schools                                                                                                                                                                                                                                                                                                                                                                            | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 4. Parks                                                                                                                                                                                                                                                                                                                                                                              | <input type="checkbox"/>       | <input checked="" type="checkbox"/>   | <input type="checkbox"/>            | <input type="checkbox"/> |
| 5. Library Services                                                                                                                                                                                                                                                                                                                                                                   | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

This section explains the public services provided by the City of Weed and the existing public facilities in the City. It also evaluates the potential impacts of the proposed Plan on the delivery of these services. The public services and facilities addressed include the following: Police Services, Fire Protection and Emergency Services, Public Schools, Parks and Library Services. Each section summarizes the existing and appropriate regulatory framework, existing environmental conditions and discusses the specific and cumulative impacts of the Plan.

The proposed Plan will likely lead to changes in development, potentially impacting the level of service delivery and use of public services and facilities. This analysis identifies possible impacts the build-out and future development related to the Plan may have on public services and facilities. Additionally, this analysis determines if they should be considered significant impacts.

Water Service, Stormwater and Solid Waste are described in Utility Service Systems 4.17.

## **4.14.1. Fire Protection & Emergency Services**

### **4.14.1.1. ENVIRONMENTAL SETTING**

This section examines the existing conditions of fire protection and emergency services and the potential impacts of build out in the proposed Plan. This includes building and fire codes as well as risk from wildland fires.

#### **4.14.1.1.1 Regulatory Framework**

##### **Federal Regulations**

There are no applicable federal regulations for Fire Protection and Emergency services.

##### **State Regulations**

###### **CALIFORNIA DEPARTMENT OF FORESTRY AND FIRE PROTECTION (CAL FIRE)**

The California Department of Forestry and Fire Protections enforces laws and regulations regarding logging on privately owned lands in California. Cal Fire is responsible for emergencies including wildland fires, residential and commercial structure fires, automobile accidents, floods, earthquakes, hazardous material spills on highways, and train wrecks. Cal Fire, Siskiyou County, and the City of Weed collaborate to protect residents from disasters.

###### **STRATEGIC FIRE PLAN FOR CALIFORNIA, 2010**

This document, produced by the State Board of Forestry and Fire Protection and the California Department of Forestry and Fire Protection, provides an overview of fire risk and state activities to reduce risk. The plan discusses statewide fire safety regulations including road and signage standards, minimum water supply reserves for emergency fire use, and requirements for fuel breaks.

###### **BATES BILL (GOVERNMENT CODE § 51175), 1992**

This statute requires the Cal Fire director to evaluate fire hazard severities in Local Responsibility Areas (LRAs) and make recommendations to local jurisdictions based on High Fire Hazard Severity Zone locations. LRAs include incorporated cities, cultivated agricultural lands, and some desert lands that receive fire protection from city fire departments, fire protection districts, counties, or by Cal Fire under contract to local governments.

#### CALIFORNIA FIRE CODE, TITLE 21, PART 9

The California Fire Code contains regulations regarding many aspects of wildfire and urban fire safety. This code specifies roadway and driveway design, access, building identification, water, and vegetation modification standards as well as defensible space requirements.

#### CALIFORNIA FIRE CODE, TITLE 24, PART 9, CALIFORNIA CODE OF REGULATIONS

The California Fire Code is Part 9 of the California Code of Regulations, Title 24, also referred to as the California Building Standards Code. The California Fire Code incorporates the Uniform Fire Code with necessary California amendments. This Code prescribes regulations consistent with nationally recognized practices for the safeguarding, to a reasonable degree, of life and property from the hazards of fire explosion, dangerous conditions arising from the storage, handling, and use of hazardous materials and devices, and from conditions hazardous to life or property in the use or occupancy of buildings or premises, and provisions to assist emergency response personnel.

#### CALIFORNIA HEALTH AND SAFETY CODE

State fire regulations set forth in Section 13000 et seq. of the California Health and Safety Code include regulations for building standards (as set forth in the California Building Code), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training.

#### CALIFORNIA FIRE CODE: PART 9 OF TITLE 24 OF THE CALIFORNIA CODE OF REGULATIONS

The California Fire Code sets standards for fire protection including provisions for the following: planning, preparedness, appropriately rated construction, emergency access, protection systems, and hazardous materials.

#### FIRE PREVENTION FEE ASSEMBLY BILL X1 29 (AB X1 29)

Lands where the State of California has financial responsibility for wildfire protection (lands which are not in incorporated cities or held under Federal jurisdiction) are considered State Responsibility Areas (SRAs). AB X1 29 establishes a fee on each structure in an SRA to support the suppression of fire in these areas. Fees are assessed and adjusted annually.

#### WILDLAND-URBAN INTERFACE FIRE AREA BUILDING STANDARDS

As of 2008, new buildings in “any Fire Hazard Severity Zone within State Responsibility Areas (SRA), any Local Agency Very-High Fire Hazard Severity Zone, or any Wildland-Urban Interface Fire Area designated by the enforcing agency for which an application for a building

permit is submitted” (Cal Fire, 2016) must comply with the updated Wildland-Urban interface building standards code. This code mandates fire resistance through fuel reductions, defensible space, and fire resistant building materials.

#### CALIFORNIA OCCUPATIONAL SAFETY HEALTH AND ADMINISTRATION (CAL OSHA)--PART 9 OF TITLE 24 OF THE CALIFORNIA CODE OF REGULATIONS

The California Division of Occupational Safety and Health (Cal OSHA), in compliance with Title 8 Sections 1270 and 6773 of the California Code of Regulations, sets minimum standards for emergency medical services (EMS) and fire services. These standards cover the use of potential hazardous equipment that emergency workers interact with when carrying out emergency services such as use of compressed air tanks, fire hoses, and access routes.

#### CALIFORNIA EMERGENCY MEDICAL SERVICES AUTHORITY

The California Emergency Medical Services Authority is responsible for paramedic licensure, emergency medical technician regulation, trauma center and system standards, ambulance service coordination, and disaster medical response. Additionally, it is responsible for managing the State of California’s medical response in the event of major disasters.

#### CALIFORNIA OFFICE OF EMERGENCY SERVICES (CAL OES)

##### STATE OF CALIFORNIA EMERGENCY PLAN 2015

The California Office of Emergency Services (Cal OES) developed the State of California Emergency Plan to provide a state strategy to support local jurisdictions in the case of a large-scale emergency, in compliance with the California Emergency Services Act and directs fire and rescue equipment and operation guidelines.

#### CALIFORNIA PUBLIC RESOURCES CODE: DIVISION 4. FOREST, FORESTRY AND RANGE AND FORAGE LANDS

The California Resources Code calls for the delineation of state responsibility areas (SRAs) to separate state lands and local responsibility areas. These are areas where the State of California is financially responsible for wildland fire protection. Federal land and incorporated cities are not considered SRAs. The Board of Forestry and Fire Protection determines landscapes with high wildfire risk and by cover-type and population as SRAs.

#### STATE OF CALIFORNIA OFFICE OF PLANNING AND RESEARCH

The State of California Office of Planning and Research (OPR) Guidelines recommend that public agencies in fire, flood management, earthquake, and other emergency response agencies

coordinate and prepare plans in case of an emergency event. The City of Weed has developed a Community Resilience Plan for the City and Scope of Influence (SOI).

## **Local/Regional Regulations**

### CHAPTER 2.16 FIRE DEPARTMENT - CITY OF WEED MUNICIPAL CODE

This Chapter of the City of Weed Municipal code establishes the city fire department as the Weed Volunteer Fire Department (WVFD). The Code outlines the duties of and services provided by the Weed Volunteer Fire Department.

### SISKIYOU COUNTY OFFICE OF EMERGENCY SERVICES

The Siskiyou County Office of Emergency Services (OES) is a regional agency that works to protect lives, health and property during times of disaster. The OES collaborates closely with state, county, and local agencies for public services such as law enforcement, fire, and public works.

### CHAPTER 2.24 EMERGENCY SERVICES – CITY OF WEED MUNICIPAL CODE

This chapter of the City of Weed’s Municipal code directs for the preparation and carrying out of the plans for the protection of the persons within the City in the event of an emergency. Additionally, it outlines the creation of a disaster council, emergency plan and related expenditures.

#### **4.14.1.1.2 Existing Conditions**

According to Cal Fire, a significant portion of the City of Weed is located within a “Very High Fire Hazard Severity Zone” (Cal Fire, 2016) in a Local Responsibility Area which mandates responsibility to the local jurisdiction, in this case the City.

The City of Weed is located adjacent to Mount Shasta and falls within the urban and natural area interface. The City is served by the Weed Volunteer Fire Department (WVFD) Station located at 128 Roseburg Parkway. The facility that houses the WVFD is the Long-Bell Fire Department Station and was constructed in 1923. The fire-response area covers four square miles while an additional 15 square miles is included within an automatic aid contract within the County of Siskiyou. The WEVFD responds to approximately 600 incidents annually. Average response time is 3.67 minutes per call within the city of Weed. The WVFD is made up of 30 personnel that include volunteer firefighters, College of Siskiyou student trainees, a volunteer lieutenant, a paid administrative captain and a volunteer chief. Additionally, the WVFD conducts fire suppression services, emergency medical response services and hazardous material response as needed and maintains mutual and automatic aid agreements with Cal

Fire, Siskiyou County Fire Warden, Hammond Lake Ranch Hose Company, Mt. Shasta Fire Department and Lake Shastina Fire Department.

The Weed Volunteer Fire Department (WVFD) is responsible for emergency medical services and responds to many medical calls and requests. Nearly seventy percent of calls to the WVFD for service are medical emergency calls as opposed to fire protection services. All WVFD personnel are trained to the level of Emergency Medical Responder or Emergency Medical Technician 1A. Critical life support equipment is carried on WVFD's five service vehicles to support emergency medical services. The department fills the need for basic life support and work with the regional ambulance company, Mt. Shasta Ambulance Service, Inc., to fulfill advanced life support. The two nearest hospitals are the Mercy Medical Center in Mt. Shasta and the Fairchild Medical Center in Yreka, California.

#### 4.14.1.2. STANDARDS OF SIGNIFICANCE

##### 4.14.1.2.1 CEQA Thresholds

According to Appendix G of the CEQA Guidelines (2016), the proposed Plan would have a significant effect on the environment with respect to Fire Protection and Emergency Services if it would:

1. Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for Fire Protection and Emergency Services.

##### 4.14.1.2.2 Methodology

Evaluation of the potential impact to Fire Protection and Emergency Services was based on comparison of planned build out in the proposed Plan and any potential change to service need and capacity of Fire Protection and Emergency Service agreements in the region, including Cal Fire and the Siskiyou County Office of Emergency Services, to fulfill the need for Fire Protection and Emergency Services. Additionally, the Plan's changes in land use as it relates to potentially fire hazard increases was also evaluated.

#### 4.14.1.3. IMPACT DISCUSSION

This section will discuss the proposed Plan specific impacts related to Fire Protection services.

---

**PS-1** Build out of the proposed Plan would result in **less-than-significant** impacts with regard to fire protection and emergency services.

---

Population growth has the potential to impact the ability of fire protection and Emergency services and increases fire risk. Programs outlined in the proposed Plan will reduce potential impacts. Specifically, Policy 3.3.1 will allow the City to reduce fire risk to for development within the City and Policy PF 5.1.1 will allow the City to expand public facilities to meet new demand as a result of growth. Currently, the City of Weed Volunteer Fire Department (WVFD) has 30 available personnel (volunteer) and a response time of 3.67 minutes or less. The proposed Plan will increase the potential demand for these services. The future population projections in the proposed Plan indicate population could possibly grow by 5.5 percent between 2010 and 2040. As the majority of the City falls within a high or moderate fire severity zone, infill development will need to be prioritized in areas of the City where fire risk is the lowest. According to the Plan, new development and growth in the City is to be located in South Weed which is a high-risk fire area. New public facilities proposed include a fire station which could potentially reduce response times throughout the City and create adverse impacts. Regarding wildland fire impacts, the most effective policy to reduce the risk is to limit growth outside the City boundaries. In addition to the Plan, specific projects and development within the City will be subject to separate CEQA review to analyze specific project impacts.

The proposed Plan includes the following programs and policies that will assist the City of Weed to provide Fire Protection and Emergency services:

**POLICY LU 1.3.3**

Allocate adequate land to expand public facilities that support community growth

**POLICY CL 1.6.1**

Coordinate with Cal Fire, the Weed Volunteer Fire Department, and Weed Police Department to ensure that emergency vehicles can access all developments within city limits.

**POLICY CL 1.6.2**

Comply with Siskiyou County's Disaster Preparedness Plan.

**POLICY SF 1.4.1**

Collaborate with Cal Fire and the Weed Volunteer Fire Department to increase fire safety education.

PROGRAM SF 1.4.1.1

Implement a fire safety program at Weed Elementary School and Weed High School.

**POLICY SF 2.1.1**

Collaborate with Siskiyou County in the development of a Disaster and Emergency Preparedness Plan to prepare for natural and human caused emergencies, disasters, and accidents including the threats of fire, flood, storms, earthquakes, landslides, and volcanic activity.

PROGRAM SF 2.1.1.1

Coordinate the procedures of the Weed Volunteer Fire Department and The Weed Police Department. When an update is required, coordinate with Siskiyou County and the Disaster and Emergency Preparedness Plan.

PROGRAM SF 2.1.1.2

Establish procedures for safe, prompt, and orderly evacuation, locations of safe meeting areas, emergency supplies including food, water, and medical supplies, and general emergency protocol.

PROGRAM SF 2.1.1.3

Map all emergency response facilities and main infrastructure arterials. Work with service providers and emergency professionals to allocate appropriate primary and secondary facilities for use following a disaster

SF PROGRAM 2.1.1.4

Increase community awareness of the Emergency Response Plan and its procedures through accessible information on the City's website and pamphlets.

SF PROGRAM 2.1.1.5

Increase community awareness by delineating areas at high risk of contamination, landslides, hazardous waste sites, and high fire risk zones.

**POLICY SF 3.1.1**

Continue to enforce the California Building Code (CBC) for all new construction and renovation and when occupancy or use changes occur.

PROGRAM SF 3.1.1.1

Review and update the City Fire Code when new standards are adopted in the California Fire Code.

**POLICY SF 3.3.1**

The City of Weed Volunteer Fire Department and Cal Fire should review all development proposals and recommend measures to reduce fire risk.

PROGRAM SF 3.3.1.1

Decline approval for proposed development not located within a five-minute response time of a fire station, unless acceptable mitigation measures are provided.

**PROGRAM SF 3.3.1.2**

Require that all new development be provided with sufficient fire flow facilities at the time of permit issuance.

**POLICY SF 3.3.2**

Promote the use of defensible space in order to reduce the risk of structure fires.

**PROGRAM SF 3.3.2.1**

Collaborate with the City of Weed Volunteer Fire Department to develop and implement an effective and environmentally sound weed abatement program

**PROGRAM SF 3.3.2.1**

Utilize Cal Fire's "defensible space" standards and recommendations.

**POLICY CO 4.2.1**

Use fire-inhibiting and drought-tolerant landscaping wherever possible.

**POLICY CO 4.2.2**

Develop "Defensible Space" to conform to Public Resources Code Section 4291. (This refers to dedicated space between development and other space in which defensive vegetation will be used to reduce wildfire threats and provide opportunities to safely defend structures.) Public Resources Code Section 4291 requires 100 feet of defensive space for buildings.

**PROGRAM CO 4.2.2.1**

Develop a Fire Management Plan specific to biological resources in the area that recognizes the potential occurrence of fire and plans accordingly.

**POLICY PF 5.1.1**

The City shall add fire, police, and emergency response facilities as needed to address population growth and distribution patterns.

**PROGRAM PF 5.1.1.1**

Monitor population distribution patterns and determine potential facility locations based on flood, fire, and seismic hazards.

**PROGRAM PF 5.1.1.2**

Collaborate with regional and statewide agencies to obtain support to address community safety.

**PROGRAM PF 5.1.1.3**

Evaluate emergency response times to fire, safety, and medical emergencies and increase supply of safety personnel as needed to reduce response times.

**Applicable regulations:**

California Building Code

California Fire Code

California Public Resources Code: Division 4. Forest, Forestry and Range and Forage Lands

California Occupational Safety Health and Administration (Cal OSHA)-Part 9 of Title 24 of the California Code of Regulations

**Significance Before Mitigation:**

Less-Than-Significant

#### 4.14.1.4. SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES

Fire Protection and Emergency Services require no mitigation measures.

### 4.14.2. Police Protection Services

#### 4.14.2.1. ENVIRONMENTAL SETTING

This section describes the existing conditions of Police Protection services and examines the existing conditions of Police Protection Services and the potential impacts of build-out in the proposed Plan to these services.

##### 4.14.2.1.1 Regulatory Framework

This section describes the existing regulations and existing conditions of policies that apply to Police Services. The regulatory framework falls within regional settings regarding police, California Highway Patrol and City of Weed Police Department.

### Federal Regulations

FEDERAL BUREAU OF INVESTIGATION

The FBI targets one sworn officer per 1,000 persons for police departments.

### State Regulations

No applicable state regulations.

### Local/Regional Regulations

#### SISKIYOU COUNTY SHERIFF (SCS)

The SCS provides law enforcement for unincorporated Siskiyou County. The SCS department is made up of four major divisions: Civil Division, Custody Division, Community Division and Enforcement Division. In order to manage specific concerns or identified assignments, these divisions may also be subdivided.

#### CALIFORNIA HIGHWAY PATROL (CHP)

The CHP provides law enforcement of State and County highways throughout Siskiyou County and the City of Weed. Additionally, the CHP responds to accidents in the unincorporated areas and has mutual aid agreements with other agencies to assist in emergencies.

#### CITY OF WEED POLICE DEPARTMENT (CWPD)

The CWPD provides law enforcement for the City of Weed. There are 15 full-time and three part-time employees in the department. Of these staff, there are ten sworn officers and eight dispatchers or administrative staff. There are no detention facilities in the City and arrestees are detained through mutual aid agreements with the Siskiyou County Sheriff and other law enforcement agencies.

#### CITY OF WEED MUNICIPAL CODE

Regulations applying to Police Protection Services within the City of Weed are part of the City of Weed's Municipal Code.

### **4.14.2.1.2 Existing Conditions**

Police services are a critical piece of maintaining community peace and safety within the City of Weed. Police officers, sheriffs and CHP officers enforce regulations of the City, State and Federal government as well as respond to emergencies as needed. It is important to maintain proper facilities for these services and support staffing needs of the police services departments that serve the City. For further discussion on Safety, please refer to the Safety section (4.9).

The City of Weed Police Department (staff of 13) provides police protection services within the City of Weed. The Department is located at 550 Main Street at City Hall in Weed, CA and is staffed by 15 people. This includes an administration division, patrol division, and public safety dispatchers. The department is made up of one Chief, two Sergeants, two

Corporals, one Investigator, one Administrative Clerk, four Officers, and four Dispatchers. In total, eight sworn officers and five support staff serve the City of Weed. With the 2010 U.S. Census data population estimates at 2,967, the City of Weed had an average of 17 calls for service and an average 5-minute incident response time for 2013-2014 and 52 incidents per day. In addition to the City of Weed Police Department, the closest police services and facilities are located within Mount Shasta.

#### 4.14.2.2. STANDARDS OF SIGNIFICANCE

##### 4.14.2.2.1 CEQA Thresholds

According to Appendix G of the CEQA Guidelines (2016), the proposed Plan would have a significant effect on the environment with respect to Police Protection Services if it would:

1. Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for Police Protection Services.

##### 4.14.2.2.2 Methodology

Evaluation of the potential impact to police services was based on evaluation of the build out and projects in the proposed Plan and the Federal Bureau of Investigation's police service ratios to determine the service ratios necessitated by the proposed Plan.

#### 4.14.2.3. IMPACT DISCUSSION

This section will discuss the proposed Plan specific impacts related to Police Protection services.

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**PS-2** Build out of the proposed Plan would result in **less-than-significant** impacts regarding police protection services.

---

The proposed Plan aims to ensure sufficient public facilities and services, including utilities, in the City of Weed. Population growth has the potential to impact the ability of police services but policies and programs outlined in the Plan can help the city meet demand for Police Services. Currently, the City of Weed meets the FBI target of one officer per 1,000 residents and under the projected growth scenario in the Plan, the City can maintain the standard officer-to-resident ratio and therefore will not have significant impacts. Additional public

facilities in the Plan include an expanded police facility in Bel Air that can potentially reduce response times and increase Police Protection services.

The proposed Plan includes the following programs and policies that can assist the City in adapting to any impacts to Police Protection services.

**POLICY LU 1.3.3**

Allocate adequate land to expand public facilities that support community growth

**POLICY CL 1.6.1**

Coordinate with Cal Fire, the Weed Volunteer Fire Department, and Weed Police department to ensure that emergency vehicles can access all developments within city limits.

PROGRAM CL 1.6.2.1

Develop a local emergency response plan that includes procedures for safe, prompt, and orderly evacuation strategies, locations of safe meeting areas, emergency supplies including food, water, and medical, and general emergency protocol.

PROGRAM CL 1.6.2.2

Educate community members on the procedures for safe evacuation strategies and the location of safe meeting areas in the occurrence of an emergency.

**POLICY SF 1.1.1**

Increase education and enforcement that prevents the use of illegal drugs and alcohol by adults.

PROGRAM SF 1.1.1.4

Enforce the law as it relates to the use of illegal drugs and alcohol.

**POLICY SF 2.1.1**

Collaborate with Siskiyou County in the development of a Disaster and Emergency Preparedness Plan to prepare for natural and human caused emergencies, disasters, and accidents including the threats of fire, flood, storms, earthquakes, landslides, and volcanic activity.

PROGRAM SF 2.1.1.1

Coordinate the procedures of the Weed Volunteer Fire Department and the Weed Police Department. When an update is required, coordinate with Siskiyou County and the Disaster and Emergency Preparedness Plan.

**POLICY PF 5.1.1**

The City shall add fire, police, and emergency response facilities as needed to address population growth and distribution patterns.

**POLICY PF 5.1.2**

The City shall support community-policing programs to improve law enforcement efficiency.

**Applicable regulations:**

None

**Significance Before Mitigation:**

Less-than-significant

#### 4.14.2.4. SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES

Police Protection Services requires no mitigation measures.

### 4.14.3. Schools

#### 4.14.3.1. ENVIRONMENTAL SETTING

This section describes the existing conditions of Schools located within the City of Weed and the potential impacts of build out in the proposed Plan.

##### 4.14.3.1.1 Regulatory Framework

###### Federal Regulations

###### EVERY STUDENT SUCCEEDS ACT (ESSA) 2015

The No Child Left Behind Act of 2001 (NCLB) was replaced by the Every Student Succeeds Act (ESSA) in 2015. This law provides states increased authority on standards, assessments, accountability, supports, and interventions while preserving the general structure of the ESSA funding formulas. Most of the new provisions do not take effect until the 2017-18 school year, making the 2016-17 school year a transition year for local educational agencies (LEAs).

###### State Regulations

###### LEROY F. GREENE SCHOOL FACILITIES ACT: SENATE BILL 50 (SB 50)

SB 50 establishes a standardized development fee, which generally provides for a 50/50 local and state funding match, limiting local jurisdictions' ability to require mitigation of impacts on school facilities as an approval condition. This legislation also establishes a fee structure depending on the following: the availability of state funding, district eligibility, bonding capacity, year-round instruction, and proportion of mobile classrooms.

###### CALIFORNIA GOVERNMENT CODE, SECTION 65995(B), AND EDUCATION CODE SECTION 17520

Education Code Section 17520 authorizes the levy of development fees by school districts for use within the boundaries of the school district. SB 50 (above) amended California Government Code Section 65995, which requires an increase, per inflation, of the maximum square footage assessment for development fees. In 2012, the State Allocation board increased the allowable school facility fees (Level 1 School Fees) from \$2.97 to \$3.20 per square foot for 500 or more feet of residential development, and \$0.47 to \$0.51 per square foot for applicable commercial/industrial development.

#### CALIFORNIA DEPARTMENT OF EDUCATION

The California Department of Education (CDE) develops standards and carries out programs so that California students will gain the highest level of academic knowledge, applied learning and performance skills to ensure civic and economic progress. The CDE adopts and support academic content and performance standards in the four core subjects for kindergarten and grades 1-12.

#### SCHOOL ACCOUNTABILITY REPORT CARD

The School Accountability Report Card (SARC) requires all schools receiving state funding to prepare a SARC for each academic year. This information provides communities and parents information about public schools, and allows for evaluation and comparison of schools based on a variety of indicators. Indicators include standardized test performance, enrollment and capacity evaluations, and facility maintenance. The SARC also acts as a progress report for a school's goal achievements.

#### CALIFORNIA STANDARDIZED TESTS

The State of California requires standardized tests in order to evaluate academic achievement in all public schools. Schools are rated in accordance with the State's Academic Performance Index (API) and results are included on the School Accountability Report Card (see above).

## **Local/Regional Regulations**

#### SISKIYOU COUNTY BOARD OF EDUCATION

The Siskiyou County Board of Education (Board) supervises the educational and public school system in Siskiyou County for levels kindergarten through the 12th grade. There are eight members on the Board that meet monthly to discuss and develop goals and policies to the Superintendent of Schools and the County School Districts. The City of Weed falls within the Siskiyou Union High School District and the Weed Union Elementary District.

#### 4.14.3.1.2 Existing Conditions

The City of Weed has one public university and two public schools. The two schools are the Weed Elementary School and the Weed High School. The City schools serve approximately 420 students. The Weed Union Elementary School District includes one Kindergarten through 8th grade elementary school. The Siskiyou Union High School District serves four high schools with one location within the City. In the 2013-14 school year, the Weed Elementary School had 238 students and 13 fully credentialed teachers. The average student to teacher ratio was 18.3 which was substantially lower than the state average of 24.9. Additionally, the average class for the Elementary school was 26.4 and the schools had access to a school counselor, a resource specialist and a library media services staff.

For the 2013-14 school year, the Weed High School had 179 students and 14 fully credentialed teachers. The average student to teacher ratio was 12.8 and the average class size was 44.8. The high school had a school nurse, library media services, resources specialist and an academic counselor (district-wide). Map 14.4-1 shows schools and public facilities.

##### PUBLIC SCHOOL FACILITIES

The School Accountability Report Card (SCAR-see above) is published annually to share information on conditions and performance levels of California Schools. The Weed Union Elementary and Siskiyou Union High School Districts engage in the State School Deferred Maintenance Program that provides matching funding from the State to assist the school district in expenditures and costs related to major repair or replacements of school facility components. According to the 2013-2014 SARC, all schools located in the City were rated in good facility condition.

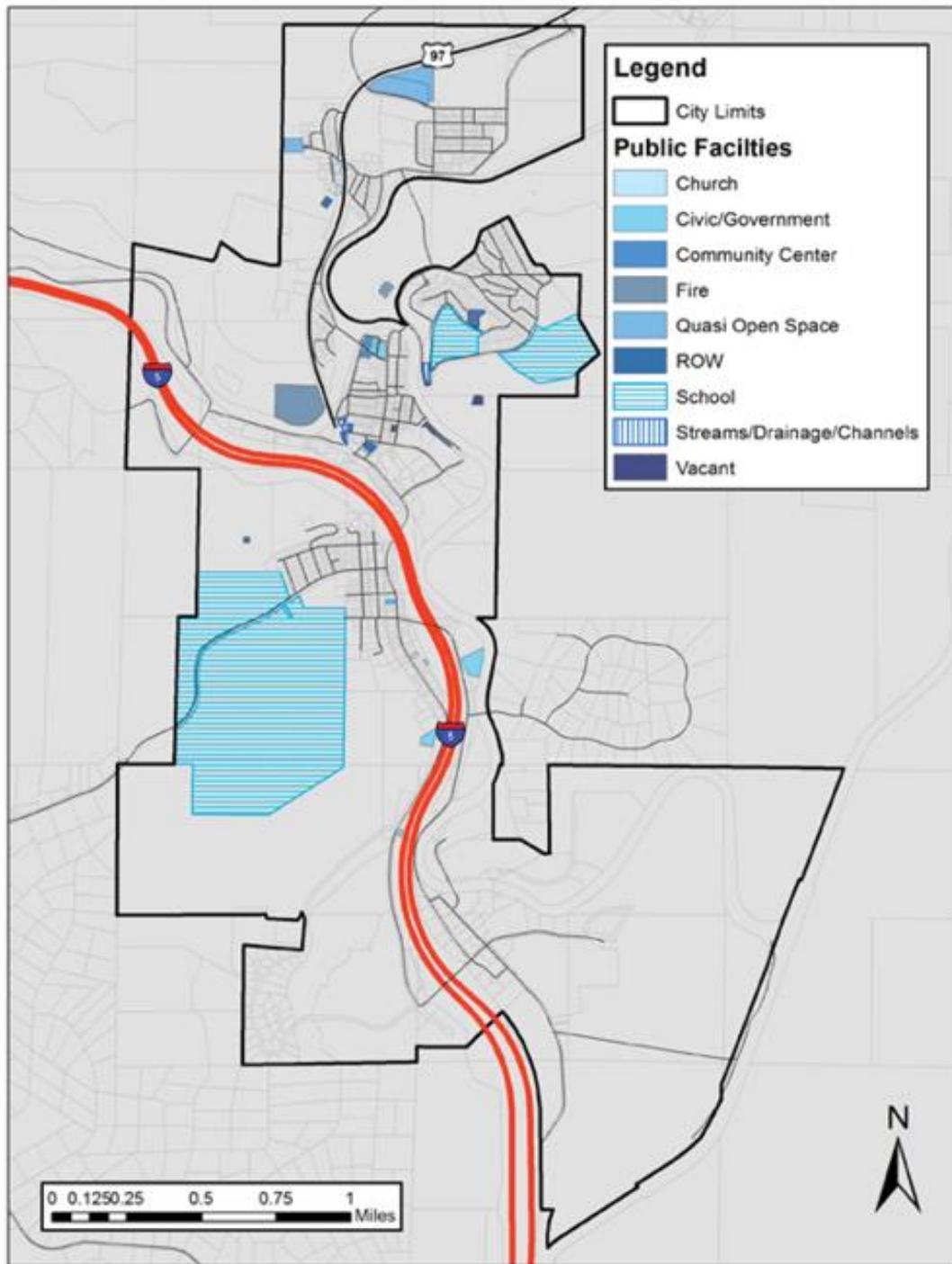
##### ACADEMIC PERFORMANCE IN WEED

The Academic Achievement Index (API) measures the annual academic performance and educational progress of schools in the State. The APO score ranges from 200-1,000 and has a state-wide goal of 800. In 2013-14 school year, schools in the City of Weed had API scores that ranged from 712-729.

##### ADDITIONAL PUBLIC SCHOOLS

The City of Weed also has a local community college, the College of Siskiyou. This college serves approximately 2,400 students and has over 40 programs for students to choose from including Emergency Medical Services and Fire/Emergency Response Technology. These programs have an existing partnership with the Weed Volunteer Fire Department that provides practical experience to participants.

Map 4.14-1 Existing Public Facilities Land Use Map



## Public Facilities Land Use Map

Land Use Element

Source: Cal Poly Land Use Inventory 2015

## 4.14.3.2. STANDARDS OF SIGNIFICANCE

### 4.14.3.2.1 CEQA Thresholds

According to Appendix G of the CEQA Guidelines (2016), the proposed Plan would have a significant effect on School capacity and facilities if it would:

1. Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for Schools.

### 4.14.3.2.2 Methodology

Evaluation of the potential impact to public schools was based on the comparison of build out in the proposed Plan to the California Department of Education student to teacher ratio to determine the potential increase for capacity and impacts to Schools.

## 4.14.3.3. IMPACT DISCUSSION

This section will discuss the proposed Plan specific impacts related to the City of Weed School capacity for service and facilities.

---

PS-3- Build out of the proposed Plan would result in **less-than-significant** impacts regarding schools.

---

The proposed Plan states that the aim for growth intends to ensure sufficient public facilities and services, including utilities, to the City of Weed. Impacts of the Plan on schools in the City were determined by evaluating population growth and the School Accountability Report Cards (SARC) for the City of Weed- for 2013-2014, the SARC stated that the City of Weed school facilities were in good condition. With population growth expected at two percent and no data or projections on school age population levels at 2040, impact to school service and facilities will be minimal. Additionally, the teacher to student ratio is also significantly lower than the national average. Regarding future growth and development, fees collected in partnership with the Siskiyou Union Schools District can provide support to expand facilities to increase capacity.

The proposed Plan includes the following programs and policies that can assist the City of Weed in adapting to population projection and build-out of the proposed Plan regarding Schools:

**POLICY LU 1.3.3**

Allocate adequate land to expand public facilities that support community growth.

**POLICY PF 6.1.1**

The City shall work with the Weed Union Elementary School District, Siskiyou Union High School District and Siskiyou County to improve K-12 education facilities and services.

PROGRAM PF 6.1.1.1

Support and facilitate efforts by the Weed and Siskiyou Union School Districts to enhance and expand their educational facilities.

PROGRAM PF 6.1.1.2

Work collaboratively with the Weed and Siskiyou Union School Districts to collect development fees and explore measures that will provide adequate school capacity as new development is approved.

PROGRAM PF 6.1.1.3

Work collaboratively with the Weed and Siskiyou Union School Districts early in the planning process to ensure that their input is included in major land use or policy decisions, including changes to local development fees.

PROGRAM PF 6.1.1.4

Explore the use of joint power agreements between the City and the Weed and Siskiyou Union School Districts that permit the sharing of District Owned and City-owned sports and recreational facilities, buildings, and libraries.

PROGRAM PF 6.1.1.5

Provide safe transportation for students attending school within the City.

**POLICY PF 6.2.2**

The City shall support the expansion of the College of the Siskiyous education services.

PROGRAM PF 6.2.2.1

Collaborate with the College of the Siskiyous to identify vocational training programs to bolster the local workforce.

Applicable regulations:

**School Accountability Report Card**

Significance Before Mitigation: **Less-than-significant**

#### 4.14.3.4. SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES

Schools require no mitigation measures.

### 4.14.4. Parks

Parks are critical community assets that provide opportunities to members of the public for outdoor recreation, exercise, and community interaction. This section addresses Parks within the City of Weed.

#### 4.14.4.1. ENVIRONMENTAL SETTING

This section describes the existing conditions of Parks located within the City of Weed and the potential impacts of build-out of the proposed Plan to Parks.

##### 4.14.4.1.1 Regulatory Framework

###### **Federal Regulations**

###### AMERICANS WITH DISABILITIES ACT (ADA)

The Americans with Disabilities Act of 1990 (ADA) maintains the national standard for pedestrian accessibility. ADA prohibits discrimination and ensures equal opportunity for persons with disabilities in employment, State and City government services, public accommodations, commercial facilities, and transportation. This includes standards that the City of Weed needs to comply with regarding access to open space as well as access to publicly-maintained recreational facilities.

###### **State Regulations**

###### CALIFORNIA GOVERNMENT CODE: OPEN SPACE LANDS -SECTIONS 65560–65568

This portion of California planning law defines open space and requires cities and counties to prepare an open space plan as a required element of its General Plan. Building permits, subdivision approvals, and zoning ordinance approvals must be consistent with the local open space plan.

CALIFORNIA PUBLIC RESOURCES CODE: OPEN-SPACE ELEMENTS AND TRAIL CONSIDERATIONS -  
SECTION 5076

This law requires that during development of the General Plan, counties should consider trail - oriented recreational use and should consider the community demand in developing specific open space programs. Additionally, cities should consider the feasibility of integrating current and future trail routes with appropriate segments of the State system.

THE QUIMBY ACT

The Quimby Act, (the Subdivision Map Act) allows communities to require the dedication of land and/or the payment of in-lieu fees for park and recreation purposes. Required dedication and/or fees can be based on factors such as adjacent residential density and parkland cost. Land or fees dedicated due to the Quimby Act are only able to be used for developing new or rehabilitating existing park or recreational facilities. The maximum dedication and/or fee allowed under current State law equates to three acres of parkland per 1,000 persons, unless the park acreage of a municipality exceeds that standard, in which case the maximum dedication is five acres per 1,000 residents.

### **Local/Regional Regulations**

WEED MUNICIPAL CODE SECTION 17.23.040 – GENERAL STANDARDS

The City of Weed Municipal Code requires that five acres of land per thousand residents be dedicated to neighborhood and community park and recreational services.

CITY OF WEED MUNICIPAL CODE SECTION 17.32.140 – CREDIT FOR PRIVATE PARKS

This section of the Municipal Code addresses credit for private parks and in lieu fees. When a subdivision that is privately-owned and maintained by the owner and park and recreational purposes are provided, the owner can be credited against the dedication and in-lieu requirements.

#### **4.14.4.1.2 Existing Conditions**

PUBLIC PARKS

There are three main public parks located within the City of Weed and these make up approximately seven percent of open space in the City. The three parks are Charlie Byrd Park, Bel Air Park and Sons Park and Lobis Field. Carrick Park is part of the Weed Recreation and Parks District (WRPD) but is not located within City limits and is not included. In addition

to these public parks there is 404.8 acres of open space and the Weed Golf Course. The WRPD operates and maintains these parks and the City owns these parks.

#### PARK DESCRIPTIONS

Charlie Bryd Park is a 15-acre park that offers a playing field for soccer and similar activities, restrooms and a playground. Additionally, the park also contains a 9,000 square foot skate park. This park was renamed from its original name, Lincoln Park, in 2004 for honor Sherriff Charles, ‘Charlie’ Byrd. The Bel Air Park is adjacent to the College of Siskiyou. This 7-acre park contains a gazebo, a picnic area, a baseball field, a playground and bocce ball courts. Additionally, the Bel Air Park contains the Weed Community Pool. The Sons Park and Lobis Field is an 8.3-acre baseball field adjacent to Weed High School and is operated and maintained by the WRPD. This park and field is used by the Weed Youth Baseball League, Little League, Weed High School and the local Babe Ruth and American Legion recreational teams. Additionally, it is one of the oldest parks in the City. Carrick Park, not located within the City but within the sphere of influence, is three acres and located adjacent to the US Highway 97. It contains playground equipment, basketball courts and picnic tables.

#### PARK OPERATIONS AND MAINTENANCE

The City of Weed Recreation and Parks District (WRPD) manages and maintains all parks in the City of Weed. Formed in 1950, the agency is supervised by five board members and has two full time staff and seasonal maintenance employees. The WRPD is a “special district” that receives support for park operations through local tax revenue. The WRPD office is located in administration offices in Mt. Shasta and shared with Mt. Shasta and Dunsmuir Parks and Recreation District. Additionally, the WRPD partners with the Mt. Shasta and Dunsmuir Parks and Recreation Districts to facilitate youth summer programs that include basketball, baseball, golf, bocce ball and theater.

### 4.14.4.2. STANDARDS OF SIGNIFICANCE

#### 4.14.4.2.1 CEQA Thresholds

According to Appendix G of the CEQA Guidelines (2016), the proposed Plan would have a significant effect on the environment with respect to Parks if it would:

1. Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which would cause significant environmental impacts, in

order to maintain acceptable service ratios, response times or other performance objectives for Parks.

#### 4.14.4.2 Methodology

The potential impacts to Parks was evaluated based on evaluation of preferred growth scenarios in the proposed Plan and comparison with park standards set by the National Recreation and Park Association (NRPA) that sets standard for land dedicated to parks based on population projects.

#### 4.14.4.3. IMPACT DISCUSSION

This section will discuss the proposed Plan specific impacts related to City of Weed library and public park service and facilities.

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**PS-4** As there will be a need to increase park space for future growth, build-out in the proposed plan could result in **potentially-significant** impact regarding parks.

---

The proposed Plan proposes an increase in park acreage overall. The Plan's preferred growth scenario calls for an additional 14.1 acres of parkland within the City of Weed. Park construction and change in land use to accommodate new parklands creates potential impacts. The NRPA ratio standard is 1 to 2 acres per 1,000 residents. With the park acreage in 2015 at 31.5 acres and the growth projections of park acreage increased to 48.6 acres, the City will be meeting the NRPA standard to ensure public space for outdoor recreation and community interaction. Additionally, the WRPD acquired three large vacant parcels east of Charlie Byrd Park to expand park space and construct facilities that will include a community center, picnic areas, and a trail system. Also proposed is a Neighborhood park or "pocket" park adjacent to Historic Downtown Weed and in additional locations.

The proposed Plan includes the following programs and policies that will assist the City of Weed in meeting capacity for public parks in adapting impacts in the Plan as it relates to Parks.

#### **POLICY LU 1.3.3**

Allocate adequate land to expand public facilities that support community growth.

#### **POLICY OS 1.1.1**

Increase parks and open space to meet National Recreation and Park Association standards.

Program OS 1.1.1.1

Develop a capital improvement program for funding and phasing new public parks and recreation facilities.

Program OS 1.1.1.2

Actively acquire conservation easements to expand open space.

Program OS 1.1.1.3

Actively seek public-private partnerships to provide assistance in park development.

PROGRAM OS 1.1.1.4

Provide a diverse range of park types, functions, and recreational opportunities within parks.

**POLICY OS 1.2.1**

The City shall expand the programming of all city parks and recreational facilities.

Program OS 1.2.1.1

Collaborate with local agencies and schools to enhance recreational programs for youth and elderly.

Program OS 1.2.1.2

Collaborate with local non-profit groups to install trashcans, lighting fixtures, bike fixing stations and water fountains in parks.

Program OS 1.2.1.3

Seek grant funding to enhance recreational programs within Weed's park.

**POLICY OS 1.2.2**

City parks and recreational facilities shall be universally accessible.

**POLICY OS 1.3.1**

The City shall conduct an audit to ensure the safe operation of existing park space and identify feasible safety improvements.

**POLICY OS 1.3.2**

New parks should be designed to enhance visibility.

Program OS 1.3.2.1

Provide efficient and active lighting fixtures in parks and open spaces.

**POLICY OS 1.4.1**

The City shall encourage the use of city parks for events such as festivals, farmers markets, parades, and sporting events.

Program OS 1.4.1.1

Collaborate with local organizations to promote park events.

**POLICY OS 2.1.1**

The City shall improve connectivity to city parks and recreational facilities.

Program OS 2.1.1.1

Create a citywide trails master plan to connect existing parks for a comprehensive park system.

PROGRAM OS 2.1.1.1

Collaborate with Siskiyou Transit and General Express to increase access to city parks and recreational facilities.

**Applicable regulations:**

NRPA Park Standards

Americans with Disabilities Act (ADA)

**Significance Before Mitigation:** Potentially-Significant

4.14.4.4. SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES

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**PS-4** As there will be a need to increase park space for future growth, build-out in the proposed plan could result in **potentially-significant** impact regarding parks.

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**Mitigation PS-4:**

The City is to work with the Weed Parks and Recreation District to create a Parks Master Plan to guide future growth of park space in the City. This plan is to include specific guidance on park development and ensure that WPRD meets park space standards for the City’s residents.

**Significance After Mitigation:** Less-than-significance

**4.14.5. Library Service**

Libraries are essential community centers that provide opportunities for the community for education and community interaction. This section addresses Library Service in the City of Weed.

4.14.5.1. ENVIRONMENTAL SETTING

**4.14.5.1.1 Regulatory Framework**

This section discusses Federal regulations as there are no applicable state or local regulations.

**Federal Regulations**

#### AMERICANS WITH DISABILITIES ACT (ADA)

The Americans with Disabilities Act of 1990 (ADA) maintains the national standard for pedestrian accessibility. ADA prohibits discrimination and ensures equal opportunity for persons with disabilities in employment, State and City government services, public accommodations, commercial facilities, and transportation. This includes standards that the City of Weed needs to comply with regarding access to open space as well as access to publicly maintained recreational facilities.

#### **4.14.5.1.2 Existing Conditions**

The Siskiyou County Library has 12 branch libraries and has one location in the City of Weed. Before the 2014 Boles Fire, the library was located 780 South Davis Avenue and has since moved to 150 Alamo Avenue. The library contains nearly eight percent of all the County Library books. The library facility is located adjacent to City Hall and the Postal Office and is under lease from American West Bank and within the former Premier West Bank building. Currently the City pays \$1 per year and is covering the cost of maintenance, taxes and utilities for the facility. Additionally, the City has the option of purchasing the building at the end of the lease.

#### 4.14.5.2. STANDARDS OF SIGNIFICANCE

##### **4.14.5.2.1 CEQA Thresholds**

According to Appendix G of the CEQA Guidelines (2016), the proposed Plan would have a significant effect on the environment with respect to Library Services if it would:

1. Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for Library Services.

##### **4.14.5.2.2 Methodology**

Evaluation of the potential impact to Library Services was based on the comparison of build-out in the proposed Plan and existing library service information in the City of Weed.

### 4.14.5.3. IMPACT DISCUSSION

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**PS-5** Build-out of the proposed Plan would result in **less-than-significant** impacts regarding libraries as no new facilities will be needed to accommodate growth.

---

The proposed Plan states that the aim for growth intends to ensure sufficient public facilities and services, including utilities, to the City of Weed. With population growth expected at two percent, there will not be a need to increase library facilities. Build out in the proposed plan does see increased population in Weed which will likely increase demand for library services. This does not require new construction for library facilities in the City of Weed therefore impacts are minimal.

The proposed Plan includes the following programs and policies that will assist the City of Weed meet capacity for Library Service in adapting to population projections and proposed build out in the Plan:

**POLICY LU 1.3.3**

Allocate adequate land to expand public facilities that support community growth.

**POLICY PF 6.2.1**

The City shall support the expansion of public library services to meet the needs of a growing population and take advantage of changes in information technology.

**PROGRAM PF 6.2.1.1**

Acquire adequate funding to maintain existing levels of service and support information technology upgrades at the City Library.

**POLICY OS 1.2.1**

The City shall expand the programming of all city parks and recreational facilities.

**PROGRAM OS 1.2.1.1**

Collaborate with local agencies and schools to enhance recreational programs for youth and elderly.

**Applicable regulations:**

California Building Code

Americans with Disabilities Act (ADA)

**Significance Before Mitigation:** Less-Than-Significant

#### 4.14.5.4. SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES

Library Service requires no mitigation measures.

#### 4.14.6. References

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## 4.15. RECREATION

| Would the Proposed Plan:                                                                                                                                                                     | Potentially Significant Impact | Less than Significant with Mitigation | Less than Significant Impact        | No Impact                |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|---------------------------------------|-------------------------------------|--------------------------|
| 1. 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? | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?                       | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

### 4.15.1. Environmental Setting

Recreation includes the community amenities of open space, parks, and trails. The City of Weed's existing parkland, recreational facilities, and recreational services provide opportunities to its members to engage in outdoor recreation, exercise, and community engagement. This section describes the current recreational opportunities and evaluates the potential effects of implementation of the proposed Draft General Plan for the City of Weed.

This section describes the existing conditions of open space, parks, and trails located within the City of Weed and the potential impacts of build-out of the proposed Plan to Recreation.

#### 4.15.1.1. REGULATORY FRAMEWORK

##### Federal Regulations

###### AMERICANS WITH DISABILITIES ACT (ADA)

The Americans with Disabilities Act of 1990 (ADA) maintains the national standard for pedestrian accessibility. ADA prohibits discrimination and ensures equal opportunity for persons with disabilities in employment, State and City government services, public

accommodations, commercial facilities, and transportation. This includes standards that the City of Weed needs to comply with regarding access to open space as well as access to publicly-maintained recreational facilities.

#### NATIONAL RECREATION AND PARK ASSOCIATION (NRPA)

The National Recreation and Park Association (NRPA) sets the standard for land dedicated to parks based on population. NRPA categorizes parkland in three different typologies: Neighborhood, Community, and Regional. The overall standard for all parks is approximately 6.25 to 10.5 acres per 1,000 people. The standard for neighborhood parks is between 1 to 2 acres of park space per 1,000 people. The standard for community parks is between 5 and 8 acres per 1,000 people. The standard for regional parks is between 5 to 10 acres per 1,000 people (National Recreation and Park Association, 2012).

### State Regulations

#### CALIFORNIA GOVERNMENT CODE: OPEN SPACE LANDS -SECTIONS 65560–65568

This portion of California planning law defines open space and requires cities and counties to prepare an open space plan as a required element of its General Plan. Building permits, subdivision approvals, and zoning ordinance approvals must be consistent with the local open space plan.

#### CALIFORNIA PUBLIC RESOURCES CODE: OPEN-SPACE ELEMENTS AND TRAIL CONSIDERATIONS -SECTION 5076

This law requires that during development of the General Plan, counties should consider trail - oriented recreational use and should consider the community demand in developing specific open space programs. Additionally, cities should consider the feasibility of integrating current and future trail routes with appropriate segments of the State system.

#### THE QUIMBY ACT

The Quimby Act, or the Subdivision Map Act allows communities to require the dedication of land and/or the payment of in-lieu fees for park and recreation purposes. Required dedication and/or fees can be based on factors such as adjacent residential density and parkland cost. Land or fees dedicated due to the Quimby Act are only able to be used for developing new or rehabilitating existing park or recreational facilities. The maximum dedication and/or fee allowed under current State law equates to three acres of parkland per 1,000 persons, unless the park acreage of a municipality exceeds that standard, in which case the maximum dedication is five acres per 1,000 residents.

## Local/Regional Regulations

### WEED MUNICIPAL CODE SECTION 17.23.040 – GENERAL STANDARDS

The City of Weed Municipal Code requires that five acres of land per 1,000 residents be dedicated to neighborhood and community park and recreational services.

### CITY OF WEED MUNICIPAL CODE SECTION 17.32.140 – CREDIT FOR PRIVATE PARKS

This section of the Municipal Code addresses credit for private parks and in lieu fees. When a subdivision that is privately owned and maintained by the owner and park and recreational purposes are provided, the owner can be credited against the dedication and in-lieu requirements.

#### 4.15.1.2. EXISTING CONDITIONS

### PUBLIC PARKS

There are three main public parks located within the City of Weed and these make up approximately seven percent of open space in the City. The three parks are Charlie Byrd Park, Bel Air Park and Sons Park and Lobis Field. Carrick Park is part of the Weed Recreation and Parks District (WRPD) but is not located within City limits and is not included. In addition to these public parks there is 404.8 acres of open space and the Weed Golf Course. The WRPD operates and maintains these parks and the City owns these parks. Table 4.15-1 shows the sizes of parks in acres.

#### PARK DESCRIPTIONS

Charlie Bryd Park is a 15-acre park that offers a playing field for soccer and similar activities, restrooms and a playground. Additionally, the park also contains a 9,000 square foot skate park. This park was renamed from its original name, Lincoln Park, in 2004 to honor Sherriff Charles, ‘Charlie’ Byrd.

The Bel Air Park is adjacent to the College of Siskiyous. This 7-acre park contains a gazebo, a picnic area, a baseball field, a playground and bocce ball courts. Additionally, the Bel Air Park contains the Weed Community Pool.

The Sons Park and Lobis Field is an 8.3-acre baseball field adjacent to Weed High School and is operated and maintained by the WRPD. This park and field is used by the Weed Youth Baseball League, Little League, Weed High School and the local Babe Ruth and American Legion recreational teams. Additionally, it is one of the oldest parks in the City.

Carrick Park is not located within the City but within the sphere of influence, is three acres and located adjacent to the US Highway 97. It contains playground equipment, basketball courts and picnic tables.

*Table 4.15-1 City of Weed's Existing Parks*

| Existing Park              | Acres | Park Type    |
|----------------------------|-------|--------------|
| Neighborhood Park Standard | 2.5-5 | Neighborhood |
| Carrick Park               | 3     | Neighborhood |
| Community Park Standard    | 5-20+ | Community    |
| Bel Air Park               | 7     | Community    |
| Charles Byrd Park          | 13    | Community    |
| Sons Park and Lobis Field  | 5.5   | Community    |

*Source: Weed Recreation and Parks District, 2015*

#### PARK OPERATIONS AND MAINTENANCE

The City of Weed Recreation and Parks District (WRPD) manages and maintains all parks in the City of Weed. Formed in 1950, the agency is supervised by five board members and has two full time staff and seasonal maintenance employees. The WRPD is a “special district” that receives support for park operations through local tax revenue. The WRPD office is located in administration offices in Mt. Shasta and shared with Mt. Shasta and Dunsmuir Parks and Recreation District. Additionally, the WRPD partners with the Mt. Shasta and Dunsmuir Parks and Recreation Districts to facilitate youth summer programs that include basketball, baseball, golf, bocce ball and theater.

#### RECREATION PROGRAMS & EVENTS

The City of Weed Recreation and Parks District partners with the Mt. Shasta and Dunsmuir Parks and Recreation District to host youth summer programs that include basketball, baseball, golf, bocce ball, and theater as well as adult men's basketball and co-ed volleyball. The City's Chamber of Commerce hosts annual and periodic public events within the parks, on being the Weed “Carneval”, a weekend long festival with entertainment and vendor booths. “WeedFest” a fundraising concert and festival, previously held at the Mt. Shasta Brewing Company, has plans to be held in the City's parks.

## RECREATION FACILITIES

In addition to the park space available for recreation use, the City also has a Community Swimming Pool which the city will manage with Mt. Shasta and Dunsmuir Parks and Recreation to facilitate after-school activities and special events. The Weed Golf Club, Inc. offers a 70.2 acre 18-hole golf course available for public recreational use.

## OPEN SPACE

The City of Weed's outstanding open space acreage includes both public and quasi-public space that offers active and passive recreational opportunities. Existing open space includes the 11.6 acre Winema Cemetery located in Angel Valley and the 271.7 acre Weed Botanical Gardens located in South Weed. The remaining assigned open space for conservation has public use acreage of 54.7 and quasi-public use acreage of 1.8.

## TRAILS

The City of Weed does not have any designated recreational trails available for public or quasi-public use.

## CONNECTIVITY

Although the City's provides many open space areas, it currently lacks in providing connectivity network between areas as potential recreational opportunities through non-motorized forms of transportation such as biking or walking. Map 4.15-1 depicts accessibility of various neighborhoods to parks in respective vicinities.

*Map 4.15-1 Existing Park Space and Accessibility Locations*



## Parks Access Map

Open Space Element

### 4.15.2. Standards of Significance

#### 4.15.2.1. CEQA THRESHOLDS

According to Appendix G of the CEQA Guidelines (2016), the proposed Plan would have a significant effect on the environment with respect to Parks if it would:

1. 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?
2. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

#### 4.15.2.2. METHODOLOGY

The potential impacts to Recreation were evaluated based on preferred growth scenarios in the proposed Plan and comparison with park standards set by the National Recreation and Park Association (NRPA) that sets standard for land dedicated to parks based on population projects.

### 4.15.3. Impact Discussion

This section discusses the proposed Plan specific impacts related to City of Weed existing parkland, recreational facilities, and recreational services.

---

**REC-1** Build-out of the proposed Plan would result in **less-than-significant** impacts regarding the accelerated physical deterioration of facilities.

---

Buildout of the proposed Plan will result in 21.3 acres per 1,000 residents, with 325.3 additional acres of parkland and other open space within the City. As such, the City will far exceed the NRPA standard of 1 to 2 acres per 1,000 residents to ensure public space for outdoor recreation and community interaction. The additional park acreage includes the expansion of recreational opportunities throughout the City, such as parks in Angel Valley and Historic Downtown, and open space in South Weed. Proposed park facilities include a community center, picnic areas, and a trail system.

*Table 4.15-2 Existing and Preferred Growth Scenario New Acreage of City of Weed’s Parks and Open Space*

| City Park and Open Space Acreage |                   |                   |                  |             |               |  |
|----------------------------------|-------------------|-------------------|------------------|-------------|---------------|--|
| Park                             | Classification    | Location          | Existing Acreage | New Acreage | Total Acreage |  |
| 1 Charlie Byrd Park              | Community Park    | Angel Valley      | 16.3             | 12.9        | 29.2          |  |
| 2 Son's Park & Lobis Field       | Community Park    | School House Hill | 8.3              | 0.0         | 8.3           |  |
| 3 Proposed Park #1               | Pocket Park       | School House Hill | 0.0              | 0.1         | 0.1           |  |
| 4 Proposed Park #2               | Neighborhood Park | Historic Downtown | 0.0              | 1.2         | 1.2           |  |

|                                                                                                 |                               |                       |                   |                         |                    |                      |
|-------------------------------------------------------------------------------------------------|-------------------------------|-----------------------|-------------------|-------------------------|--------------------|----------------------|
| 5                                                                                               | Bel Air Park                  | Community Park        | Bel Air           | 6.9                     | 0.0                | 6.9                  |
| 6                                                                                               | Carrick Park*                 | Neighborhood Park     | Carrick           | 3.0                     | 0.0                | 3.0                  |
| <b>Total City Park Acreage</b>                                                                  |                               |                       |                   | <b>34.5</b>             | <b>14.1</b>        | <b>48.6</b>          |
| <b>Public/Quasi-Public Open Space that Offers Active and Passive Recreational Opportunities</b> |                               |                       |                   |                         |                    |                      |
|                                                                                                 | <b>Open Space</b>             | <b>Classification</b> | <b>Location</b>   | <b>Existing Acreage</b> | <b>New Acreage</b> | <b>Total Acreage</b> |
|                                                                                                 | Winema Cemetery               | Cemetery              | Angel Valley      | 11.6                    | 0.0                | 11.6                 |
|                                                                                                 | Weed Golf Course              | Golf Course           | Creekside Village | 70.2                    | 0                  | 70.2                 |
|                                                                                                 | Weed Botanical Gardens        | Open Space            | South Weed        | 271.7                   | 8.2                | 279.9                |
|                                                                                                 | Black Butte Recreational Area | Open Space            | South Weed        | 0                       | 162.9              | 162.9                |
|                                                                                                 | Other Open Space              | Open Space            |                   | 54.7                    | 140.1              | 194.8                |
|                                                                                                 | Other Quasi Open Space        | Public Facilities     |                   | 1.8                     | 0                  | 1.8                  |
| <b>Total Public/Quasi-Public Open Space</b>                                                     |                               |                       |                   | <b>410.0</b>            | <b>311.2</b>       | <b>721.2</b>         |
| <b>Total Acreage Dedicated to Recreational Opportunities</b>                                    |                               |                       |                   |                         |                    | <b>769.8</b>         |

\* Carrick Park is outside Weed, and is not factored into the totals in other Tables

Source: City of Weed (2016a, p. 173).

The proposed Plan includes the following programs and policies that will assist the City of Weed in meeting capacity for public parks in adapting impacts in the Plan as it relates to Parks, Open Space, and Recreation.

### **POLICY LU 1.3.1**

Maintain adequate park acreage and access to parks for neighborhoods by establishing a local standard of park space per thousand residents in accordance with the Open Space Element.

### **POLICY OS 1.1.1**

Increase parks and open space to meet National Recreation and Park Association standards.

#### **PROGRAM OS 1.1.1.1**

Develop a capital improvement program for funding and phasing new public parks and recreation facilities.

#### **PROGRAM OS 1.1.1.2**

Actively acquire conservation easements to expand open space.

#### **PROGRAM OS 1.1.1.3**

Actively seek public-private partnerships to provide assistance in park development.

#### **PROGRAM OS 1.1.1.4**

Provide a diverse range of park types, functions, and recreational opportunities within parks.

**POLICY OS 1.2.1**

The City shall expand the programming of all city parks and recreational facilities.

**PROGRAM OS 1.2.1.1**

Collaborate with local agencies and schools to enhance recreational programs for youth and elderly.

**PROGRAM OS 1.2.1.2**

Collaborate with local non-profit groups to install trashcans, lighting fixtures, bike fixing stations and water fountains in parks.

**PROGRAM OS 1.2.1.3**

Seek grant funding to enhance recreational programs within Weed's park.

**POLICY OS 1.2.2**

City parks and recreational facilities shall be universally accessible.

**POLICY OS 1.3.1**

The City shall conduct an audit to ensure the safe operation of existing park space and identify feasible safety improvements.

**POLICY OS 1.3.2**

New parks should be designed to enhance visibility.

**PROGRAM OS 1.3.2.1**

Provide efficient and active lighting fixtures in parks and open spaces.

**POLICY OS 1.4.1**

The City shall encourage the use of city parks for events such as festivals, farmers markets, parades, and sporting events.

**PROGRAM OS 1.4.1.1**

Collaborate with local organizations to promote park events.

**POLICY OS 2.1.1**

The City shall improve connectivity to city parks and recreational facilities.

**PROGRAM OS 2.1.1.1**

Create a citywide trails master plan to connect existing parks for a comprehensive park system.

**PROGRAM OS 2.1.1.1**

Collaborate with Siskiyou Transit and General Express to increase access to city parks and recreational facilities.

**POLICY OS 2.2.1**

The City shall coordinate development of new parks, trails, and recreational facilities with neighboring municipalities to provide a connected regional park system.

**POLICY OS 3.1.1**

The City shall ensure that parks are clean, landscaped, and clear of trash.

**PROGRAM OS 3.1.1.1**

Collaborate with local companies, non-profit groups, local schools, and volunteers to help take care of and maintain the City’s parks and recreational facilities

**Applicable Regulations:**

NRPA Park Standards

Americans with Disabilities Act (ADA)

**Significance Before Mitigation: Less than Significant**

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**REC-2** Build-out of the proposed Plan would result in **less-than-significant** adverse impacts resulting from an increase in recreational facilities.

---

The City of Weed’s Recreation and Parks District intends to expand the Charlie Byrd Park space and construct facilities that will include a community center, picnic areas, and a trail system. In addition, a Neighborhood Park or “pocket” park is planned adjacent to Historic Downtown Weed, as well as additional locations within the city. The proposed growth scenario will not impose on wildlife or natural habitat areas and leaves much of the open space unchanged. The City will determine development impacts on vulnerable habitats through federal, state, and local procedures for environmental review.

Proposed open space serves as a buffer zone between residential areas and industrial or transit corridors, which minimizes noise pollution. The open space proposed north of Angel Valley will act as a flood management system by preserving the Boles Creek floodplain. The proposed expansion of open space acreage preserves natural habitats and resources by preventing types of development with potentially adverse impacts.

The proposed Plan also includes the following programs and policies that prevent Parks, Open Space, and Recreation from causing significant adverse effects on the environment.

**POLICY LU 1.3.2**

Preserve open space to retain the natural scenic beauty and ecology within Weed.

**PROGRAM OS 1.1.1.2**

Actively acquire conservation easements to expand open space.

**POLICY OS 1.3.1**

The City shall conduct an audit to ensure the safe operation of existing park space and identify feasible safety improvements.

**PROGRAM OS 1.3.2.1**

Provide efficient and active lighting fixtures in parks and open spaces.

**POLICY OS 3.1.1**

The City shall ensure that parks are clean, landscaped, and clear of trash.

**PROGRAM OS 3.1.1.1**

Collaborate with local companies, non-profit groups, local schools, and volunteers to help take care of and maintain the City's parks and recreational facilities

**POLICY OS 3.2.1**

The City shall maximize scenic resources and viewsheds through easements and zoning ordinances.

**PROGRAM OS 3.2.1.1**

Identify and assess scenic resources and viewsheds.

**PROGRAM OS 3.2.1.2**

Establish design guidelines that ensure the protection of scenic resources and viewsheds.

**PROGRAM OS 3.2.1.3**

Utilize design review for development on hillsides and within scenic viewsheds to protect hillsides.

**Applicable Regulations:**

NRPA Park Standards

Americans with Disabilities Act (ADA)

**Significance Before Mitigation:** Less than Significant

## **4.15.4. Summary of Potential Impacts and Mitigation Measures**

Recreation requires no mitigation.

### **4.15.5. References**

City of Weed, CA (2016). City of Weed Background Report.

City of Weed, CA (2016). City of Weed 2040 General Plan. Prepared by California Polytechnic State University, San Luis Obispo.

Weed Recreation and Parks District (n.d.). Retrieved from <http://www.weedrec.org/>

## 4.16. TRANSPORTATION

| Would the Proposed Plan:                                                                                                                                                                                                                                                                                                                                                                                                       | Potentially Significant Impact      | Less than Significant with Mitigation | Less than Significant Impact        | No Impact                           |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|---------------------------------------|-------------------------------------|-------------------------------------|
| 1. Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | <input checked="" type="checkbox"/> | <input type="checkbox"/>              | <input type="checkbox"/>            | <input type="checkbox"/>            |
| 2. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?                                                                                                                                                                 | <input type="checkbox"/>            | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 3. Result in a change in air traffic patterns, including either an                                                                                                                                                                                                                                                                                                                                                             | <input type="checkbox"/>            | <input type="checkbox"/>              | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

|                                                                                                                                                                                        |                          |                          |                                     |                          |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| increase in traffic levels or a change in location that results in substantial safety risks?                                                                                           |                          |                          |                                     |                          |
| 4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?                                 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 5. Result in inadequate emergency access?                                                                                                                                              | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 6. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

### 4.16.1. Environmental Setting

This section discusses the environmental setting in relation to transportation and traffic in the City of Weed.

#### 4.16.1.1. REGULATORY FRAMEWORK

##### Federal Regulations

###### FEDERAL HIGHWAY ADMINISTRATION

The Federal Highway Administration (FHWA) is an agency within the United States Department of Transportation and is charged with supporting state and local governments in the design, construction, and maintenance of the national highway system and other federally and tribal-owned lands through the Federal Aid Highway Program, Federal Lands Highway Program, and Surface Transportation Block Grant Program (FHWA, 2012). Two highways that pass through the City of Weed and are subject to regulations from the FHWA are Interstate 5 and United States Route 97.

## HIGHWAY FUNCTIONAL CLASSIFICATION CONCEPTS, CRITERIA AND PROCEDURES

The FHWA describes procedures and processes to classify roadway segments by functionality with the *Highway Functional Classification Concepts, Criteria and Procedures*. States and local governments are encouraged to classify their roadway networks in order to establish common standards for traffic speeds, capacities, and relationships to surrounding land uses (FHWA, 2013, p. 1). FHWA (2013) guidelines regarding roadway networks contain the following classifications for highways:

- **Freeways.** Freeways serve as limited-access highways and are designed to handle large volumes of vehicular traffic at high speeds. Freeways are always grade-separated when crossing other highway facilities and are accessible only by on-ramps and off-ramps.
- **Expressways.** Expressways serve a similar function to freeways in that they are designed to accommodate large volumes of vehicular traffic at high speeds. However, they differ from freeways in that they may cross other highway facilities at-grade and can be accessed by intersections. Expressway speeds are also generally lower than that of freeways.
- **Arterials.** Arterials serve as the principal throughways between communities in cities. Arterials usually have two to six lanes of traffic and connect areas of residence, shopping, employment, recreation, and other places of assembly.
- **Collectors.** Collectors act as the connection between arterials and locals by funneling traffic from locals to arterials, or distributing traffic from arterials to locals. Collectors are shorter than arterials and longer than locals. They also circulate traffic within communities.
- **Locals.** Locals are characterized as two-lane streets that provide direct access to land uses such as residential, commercial, and industrial buildings. Speeds are low as the emphasis is on accessibility versus mobility.

## AMERICANS WITH DISABILITIES ACT OF 1990

The Americans with Disabilities Act of 1990 (ADA) is a comprehensive piece of legislation that establishes standards and regulations to allow persons with disabilities to enjoy the same services and opportunities as persons with no disabilities (United States Department of Justice [DOJ], n.d.). The DOJ enforces ADA standards for the design of public accommodations and government and commercial facilities, and provides guidance to agencies and state and local governments through the *2010 ADA Standards for Accessible Design* (DOJ, 2010, p. 1).

## SURFACE TRANSPORTATION ASSISTANCE ACT OF 1982

The Surface Transportation Assistance Act of 1982 (STAA) establishes minimum length standards for most commercial truck tractor-semitrailers and twin trailers pulled behind a

truck tractor (FHWA, 2015). As previous federal laws, such as the Federal-Aid Highway Act of 1956 and Federal-Aid Highway Act of 1976, established vehicle width standards on the Interstate Highway System, the STAA expanded federal regulations to include height requirements for commercial trucks and extend to some routes on the National Highway System (FHWA, 2015).

## State Regulations

### CALIFORNIA GOVERNMENT CODE §65302

Government Code §65302 requires the adoption of a circulation element in general plans to elaborate on the general location and extent of existing and proposed transportation facilities. §65302 also requires the circulation element to discuss and establish “standards” and “protocols” that are to be followed when transportation facilities are affected by changes in land uses. In other words, the land use element and circulation element must be “correlated” with each other.

### COMPLETE STREETS ACT OF 2008

The Complete Streets Act of 2008 requires all cities and counties to plan for the development of multimodal transportation networks upon the next update of their general plan’s circulation element after January 2011 (Office of Planning and Research [OPR], 2010, p. 1). The Act directs the Governor’s OPR to amend the General Plan Guidelines to assist local governments in integrating policies that promote multimodal transportation networks into their general plans (OPR, 2010, p. 1).

## Local Regulations

### CITY OF WEED GENERAL PLAN CIRCULATION ELEMENT

The Circulation Element of the City of Weed General Plan discusses the location and extent of transportation facilities throughout the jurisdiction as required by state law. The circulation element also lays out the future development of the circulation system when effects are caused by surrounding land uses.

### CITY OF WEED MUNICIPAL CODE

The City of Weed Municipal Code states policies and ordinances pertaining to the design and use of circulation facilities in the City of Weed. The Code provides definitions and a basis from which to enforce traffic rules.

#### 4.16.1.2. EXISTING CONDITIONS

### Vehicular Circulation

## INTERSTATE 5

Interstate 5 (I-5), which bisects and serves the City of Weed, is a major north-south connector for the west coast of the United States, stretching 1,381 miles from San Ysidro, California, to Blaine, Washington. Of its total length, 68.9 miles of I-5 are in Siskiyou County. The current facility of I-5 is a four-lane freeway with 12-foot lanes and 8-foot shoulders, with passing lanes at various locations (Siskiyou County Local Transportation Commission [LTC], 2011, p. 15). Several issues of I-5 identified in the 2010 Siskiyou County Regional Transportation Plan include the following:

- It is a critical transportation route for the region because there are no other significant alternative routes.
- Truck traffic makes up a substantial portion of the total traffic.
- Two summits make for a varied and challenging topography, especially during the winter months when snow and ice conditions materialize.
- Difficulty in implementing Intelligent Transportation Systems because of a lack of electricity and phone lines (LTC, 2011, p. 15).

These issues are expected to occur over the next 20 years and specifically affect critical areas such as interchanges, ramps, and local road connections (LTC, 2011, p. 15). The California Department of Transportation (CALTRANS) endeavors to maintain a target Level of Service (LOS) at the transition between LOS “C” and LOS “D” along this portion of I-5 (LTC, 2011, p. 15). The annual average daily traffic (AADT) and existing and expected LOS ratings for I-5 are shown in Table 4.16-1.

*Table 4.16-1 I-5 AADT and LOS Ratings for 2013 and 2035.*

| Location         | 2013 AADT | 2013 LOS Rating | 2035 AADT | 2035 LOS Rating |
|------------------|-----------|-----------------|-----------|-----------------|
| <b>I-5 at:</b>   |           |                 |           |                 |
| South Weed       | 20,650    | A               | 24,555    | A               |
| JCT RTE 97 North | 17,350    | A               | 20,630    | A               |
| JCT RTE 97 265   | 14,500    | A               | 17,240    | A               |

Source: LTC (2016, pp. 2-11 - 2-12).

According to Table 4.16-1, the junctions of I-5 as it passes through the City of Weed will experience increases in AADT from 2013 to 2035. The junctions will also retain a LOS of “A” along the same timeframe.

## UNITED STATES ROUTE 97

United States Route 97 (US 97) originates in the City of Weed at a junction with I-5. It extends for 663 miles to the border with Canada near the town of Oroville, Washington. US 97 is characterized as a two-lane highway for most of its length. Route issues include the following:

- High truck volumes causing delay on uphill grades.
- Left and right turning movements causing delay to through traffic.
- Limited sight distance at several intersections.
- Tight turning radius on southbound I-5 on-ramp in Weed (LTC, 2011, p. 16).

CALTRANS endeavors to maintain a target LOS at the transition between LOS “C” and LOS “D” on US 97 (LTC, 2011, p. 16). Table 4.16-2 displays AADT and LOS ratings for 2013 and 2035 for US 97 as it passes through the City of Weed.

*Table 4.16-2 US 97 AADT and LOS Ratings for 2013 and 2035*

| Location                  | 2013 AADT | 2013 LOS Rating | 2035 AADT | 2035 LOS Rating |
|---------------------------|-----------|-----------------|-----------|-----------------|
| <b>US 97 at:</b>          |           |                 |           |                 |
| Weed, JCT RTE 5           | 10,400    | C               | 12,365    | C               |
| JCT RTE 265               | 8,600     | C               | 10,225    | C               |
| Weed, West Lincoln Street | 6,550     | B               | 7,790     | B               |
| Weed, Big Springs Road    | 4,450     | B               | 5,290     | B               |

Source: LTC (2016, p. 2-12).

The junction of US 97 and I-5 had a LOS “C” rating in 2013, and is expected to maintain the same LOS rating in 2035 despite an increase in AADT. The intersections of US 97 at West Lincoln Street and Big Springs Road both had LOS “B” ratings in 2013, and are expected to maintain the same rating until 2035, even with increases in AADT.

#### CALIFORNIA STATE ROUTE 265

California State Route 265 (SR 265) is a north-south 2-lane that links Old Edgewood Road and US 97 in the City of Weed. SR 265 is a total of 0.7 miles in length, making it the shortest highway in California (LTC, 2016, p. 2-8). Table 4.16-3 shows the AADT and LOS rating of SR 265 at various intersections in Weed.

The AADTs of both intersections shown in Table 4.16.3 increase between 2013 and 2035. As a result, the LOS ratings of both intersections decrease from LOS “A” to LOS “B.”

*Table 4.16-3 SR 265 AADT and LOS Ratings for 2013 and 2035.*

| Location         | 2013 AADT | 2013 LOS Rating | 2035 AADT | 2035 LOS Rating |
|------------------|-----------|-----------------|-----------|-----------------|
| SR 265 at:       |           |                 |           |                 |
| Weed, JCT RTE 97 | 1,700     | A               | 2,020     | B               |
| Weed, JCT RTE 5  | 1,700     | A               | 2,020     | B               |

Source: LCT (2016, p. 2-13).

#### ARTERIALS

The main arterials in the City of Weed are North Weed Boulevard, South Weed Boulevard, and Shastina Drive. North Weed Boulevard originates at an intersection with Old Edgewood Road and a northbound on-ramp to I-5, and extends south through the City. The street serves as a commercial service corridor and gateway for highway traffic to Main Street and the residential neighborhoods of North Weed. North Weed Boulevard transitions to South Weed Boulevard as it passes underneath I-5. South Weed Boulevard connects important destinations in South Weed, including the College of the Siskiyous, Mount Shasta Brewery, and the Greyhound Bus Station. Shastina Drive extends to the south of Weed to connect to a service area for truckers and long-distance travelers on I-5.

#### COLLECTORS

The collectors in Weed connect locals to arterials and serve residential, commercial, and industrial areas. The major collectors in the City of Weed include the following:

- Alamo Avenue
- Angel Valley Road
- Broadway Avenue
- California Street
- College Avenue
- East Lincoln Avenue
- North Davis Avenue
- Railroad Avenue
- Union Street

#### LOCALS

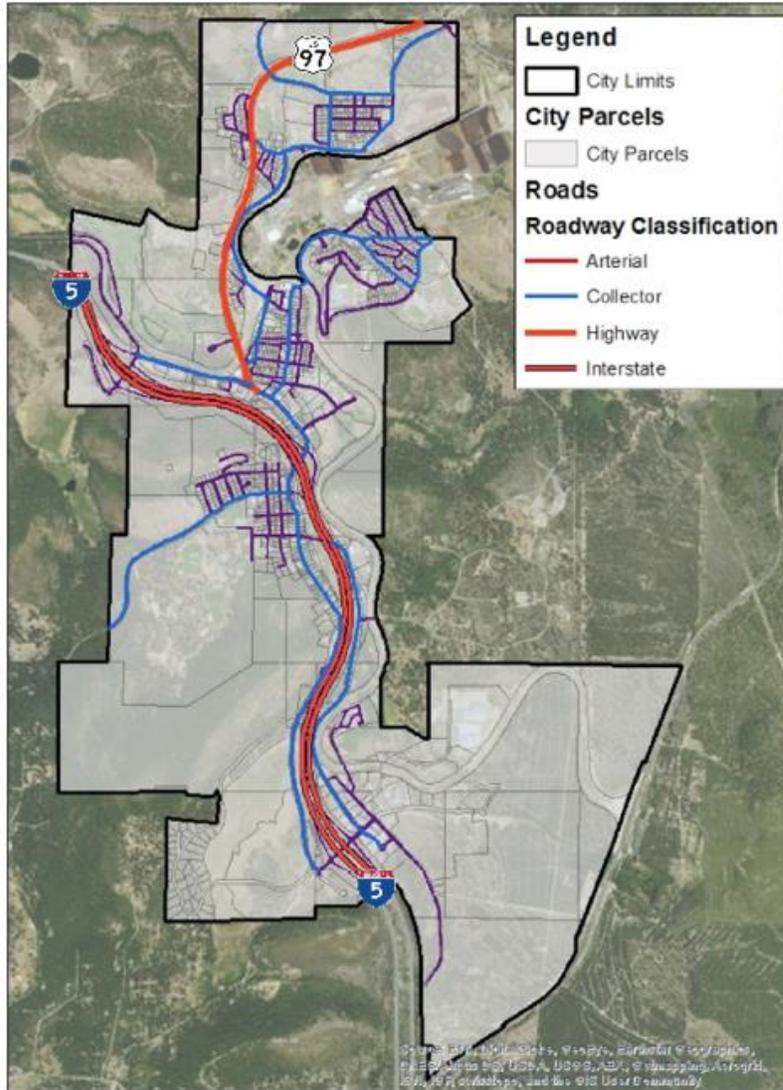
The locals in Weed serve to connect residential neighborhoods to collectors and arterials. The minor collectors and locals in the City of Weed include the following:

- Main Street
- Boles Street

- Hillside Drive
- Morris Street
- Park Street
- Shasta Avenue

The roadway network of the City of Weed is displayed in Map 4.16-1.

*Map 4.16-1 Roadway Functional Classification of City of Weed.*



## Roadway Functional Classification Map

Circulation Element

Source: City of Weed (2016b, p. 81).

## Existing Vehicle Operations

CALTRANS uses the LOS metric as “a qualitative measure of operating conditions within a traffic stream, and their perception by motorists and/or passengers. A LOS definition generally describes these conditions in terms of such factors as speed, travel time, freedom to maneuver, comfort and convenience, and safety” (Sauer, n.d., p. 3). The LOS definitions may be modified to define operating conditions on different roadway facilities, including highway segments and ramps, and intersections. I-5 and US 97 are examples of highways that CALTRANS monitors with LOS. Table 4.16-4, Table 4.16-5, and Table 4.16-6 display the grades of LOS with the corresponding definitions for intersections. Table 4.16-7 shows the definitions and thresholds for another method of determining intersection LOS, which is the Intersection Capacity Utilization (ICU). The ICU “expressed the available capacity or how much the intersection is over capacity. The ICU does not predict delay like the [Highway Capacity Manual (HCM)] methodology does, but it can be used to predict how often an intersection will experience congestion” (City of Weed, 2016c, p. 24).

*Table 4.16-4 Signalized Intersection LOS Definitions Based on Control Delay.*

| LOS | Descriptions of Operations                                                                                                                                                                                                                                           | Average Control Delay per Vehicle (sec) |
|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|
| A   | Signal timing is extremely favorable. Most automobiles arrive during the green phase and do not stop at all. Short cycle length may also contribute to the low vehicle delay.                                                                                        | 10.0 or less                            |
| B   | Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than on LOS A, increasing vehicular delay.                                                                                                                        | 10.1 to 20.0                            |
| C   | Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant; through many still pass through the intersection without stopping.   | 25.1 to 35.0                            |
| D   | The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high volume to capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable. | 35.1 to 55.0                            |

|   |                                                                                                                                                                                                                                                                                          |                   |
|---|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|
| E | This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume to capacity (V/C) ratios. Individual cycle failures occur frequently.                                                    | 55.1 to 80.0      |
| F | This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation; that is, when arrival flow-rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delays. | Greater than 80.0 |

Source: City of Wasco (2016, pp. 417-418) and City of Weed (2016c, p. 23).

*Table 4.16-5 Other Intersection LOS Definitions.*

| LOS | Descriptions of Operations | Unsignalized Intersections Based on Delay | All Intersections Based on Critical Flow Volumes |
|-----|----------------------------|-------------------------------------------|--------------------------------------------------|
|     |                            | Average Control Delay per Vehicle (sec)   | Volume to Capacity Ratio                         |
| A   | Little or no traffic delay | 10.0 or less                              | 0.00 to 0.63                                     |
| B   | Short traffic delays       | 10.1 to 15.0                              | 0.63 to 0.72                                     |
| C   | Average traffic delays     | 15.1 to 25.0                              | 0.72 to 0.81                                     |
| D   | Long traffic delays        | 25.1 to 35.0                              | 0.81 to 0.91                                     |
| E   | Very long traffic delays   | 35.1 to 50.0                              | 0.91 to 1.00                                     |
| F   | Extreme traffic delays     | Greater than 50.0                         | Greater than 1.00                                |

Source: City of Wasco (2016, p. 418) and City of Weed (2016c, p. 24).

*Table 4.16-6 Appropriate Level of Service for Specified Combinations of Area and Terrain Type.*

| Functional Class | Rural Level | Rural Rolling | Rural Mountainous | Urban and Suburban |
|------------------|-------------|---------------|-------------------|--------------------|
| Freeway          | B           | B             | C                 | C                  |
| Arterial         | B           | B             | C                 | C                  |
| Collector        | C           | C             | D                 | D                  |
| Local            | D           | D             | D                 | D                  |

Source: American Association of State Highway and Transportation Officials (2001, p. 85).

*Table 4.16-7 Intersection Capacity Utilization LOS Definitions.*

| <i>ICU<br/>LOS</i> | <i>Description of Operations</i>                                                                                 | <i>ICU (%)</i>    |
|--------------------|------------------------------------------------------------------------------------------------------------------|-------------------|
| A                  | Intersection has no congestion.                                                                                  | 55.0% or less     |
| B                  | Intersection has very little congestion.                                                                         | 55.1% to 64.0%    |
| C                  | Intersection has no major congestion.                                                                            | 64.1% to 73.0%    |
| D                  | Intersection normally has no congestion.                                                                         | 73.1% to 82.0%    |
| E                  | Intersection is on the verge of congested conditions.                                                            | 82.1% to 91.0%    |
| F                  | Intersection is over capacity and likely experiences congestion periods of 15 to 60 consecutive minutes.         | 91.1% to 100%     |
| G                  | Intersection is 9% or less over capacity and experiences 60 to 120 consecutive minutes.                          | 100.1% to 109%    |
| H                  | Intersection is 9% or greater over capacity and could experience congestion periods of over 120 minutes per day. | Greater than 109% |

Source: City of Weed (2016c, p. 25).

## Existing Intersection Levels of Service

Table 4.16-8 shows the existing LOS at existing major intersections in Weed. Table 4.16-9 shows the existing ICU LOS for existing intersections in Weed. The data is used to establish baseline traffic conditions for the proposed Plan.

*Table 4.16-8 Level of Service at Existing Major Intersections in Weed.*

| Intersection                                       | Control Type | Peak Hour | Intersection <sup>1</sup> |     | Worst <sup>2</sup> |     |
|----------------------------------------------------|--------------|-----------|---------------------------|-----|--------------------|-----|
|                                                    |              |           | Delay (sec)               | LOS | Delay (sec)        | LOS |
| Main St & Davis Ave <sup>3</sup>                   | TWSC         | AM        | 0                         | A   | -                  | -   |
|                                                    |              | PM        | 0                         | A   | -                  | -   |
| South Weed Blvd (US 97) & Main St <sup>3</sup>     | Signalized   | AM        | 5.2                       | A   | -                  | -   |
|                                                    |              | PM        | 6.7                       | A   | -                  | -   |
| South Weed Blvd (US 97) & Boles St <sup>3</sup>    | OWSC         | AM        | 1.0                       | A   | 12.2               | B   |
|                                                    |              | PM        | 1.5                       | A   | 15.9               | C   |
| South Weed Blvd (US 97) & College Ave <sup>3</sup> | OWSC         | AM        | 1.6                       | A   | 13.5               | B   |
|                                                    |              | PM        | 5.6                       | A   | 21.3               | C   |
| Vista Dr & Shastina Dr <sup>4</sup>                | TWSC         | AM        | 3.5                       | A   | 14.9               | B   |
|                                                    |              | PM        | 3.9                       | A   | 19.2               | C   |
| US 97 & N Weed Blvd <sup>4</sup>                   | Signalized   | AM        | 4.8                       | A   | -                  | -   |
|                                                    |              | PM        | 4.4                       | A   | -                  | -   |
| Vista Dr & South Weed Blvd <sup>4</sup>            | AWSC         | AM        | 7.2                       | A   | -                  | -   |
|                                                    |              | PM        | 7.4                       | A   | -                  | -   |

Source: City of Weed (2016c, p.33).

**Notes:**

TWSC = Two-Way Stop Controlled Intersection;

OWSC = One-Way Stop Controlled Intersection;

AWSC = All-Way Stop Controlled Intersection;

<sup>1</sup>Whole intersection weighted average control delay expressed in seconds per vehicle;

<sup>2</sup>The worst case delay is normally the time it would take a vehicle on the minor street of an unsignalized intersection to make a left-turn onto the major street, expressed in seconds per vehicle;

<sup>3</sup>Data collected by Cal Poly Planning Team on April 1, 2016;

<sup>4</sup>Data extrapolated through CALTRANS information and data collected by Cal Poly Planning Team on April 1, 2016.

*Table 4.16-9 Intersection Capacity Utilization of Existing Intersection in Weed.*

| Intersection                                       | Control Type | Peak Hour | ICU   | ICU LOS |
|----------------------------------------------------|--------------|-----------|-------|---------|
| Main St & Davis Ave <sup>3</sup>                   | TWSC         | AM        | 17.4% | A       |
|                                                    |              | PM        | 22.3% | A       |
| South Weed Blvd (US 97) & Main St <sup>1</sup>     | Signalized   | AM        | 29.8% | A       |
|                                                    |              | PM        | 42.8% | A       |
| South Weed Blvd (US 97) & Boles St <sup>1</sup>    | OWSC         | AM        | 26.5% | A       |
|                                                    |              | PM        | 31.4% | A       |
| South Weed Blvd (US 97) & College Ave <sup>3</sup> | OWSC         | AM        | 30.6% | A       |
|                                                    |              | PM        | 37.5% | A       |
| Vista Dr. & Shastina Dr. <sup>2</sup>              | TWSC         | AM        | 32.7% | A       |
|                                                    |              | PM        | 37.5% | A       |
| US 97 & N Weed Blvd <sup>4</sup>                   | Signalized   | AM        | 31.9% | A       |
|                                                    |              | PM        | 31.6% | A       |
| Vista Dr. & South Weed Blvd. <sup>4</sup>          | AWSC         | AM        | 13.7% | A       |
|                                                    |              | PM        | 15.9% | A       |

Source: City of Weed (2016c, p. 34).

Notes:

<sup>1</sup>Data collected by Cal Poly Planning Team on April 1, 2016;

<sup>2</sup>Data extrapolated from CALTRANS data and data collected by Cal Poly Planning Team on April 1, 2016.

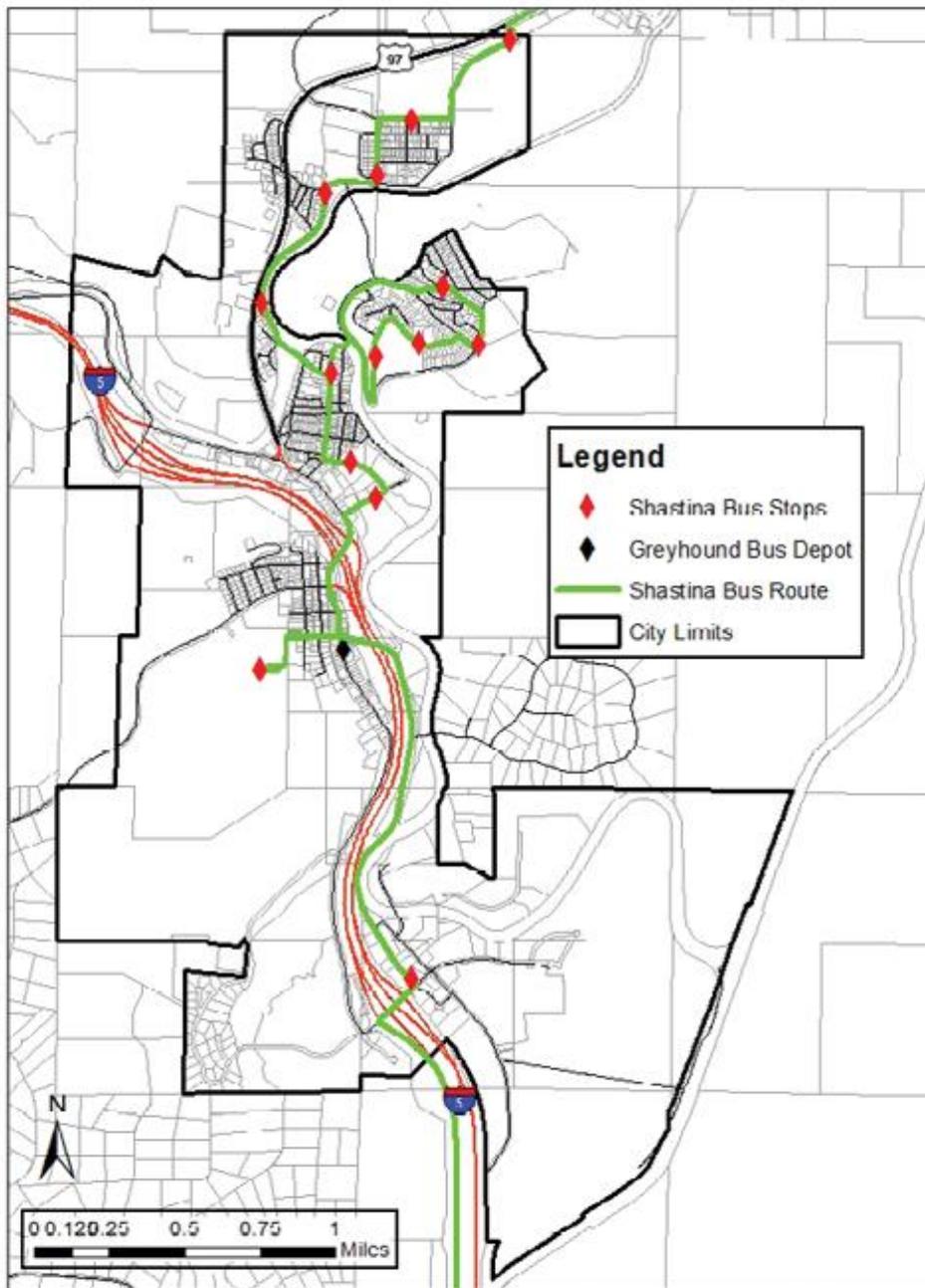
## Existing Transit Operations

Siskiyou Transit and General Express (STAGE) provides transit service in the City of Weed. STAGE administers six fixed-route lines of passenger bus service between rural communities and within rural communities in Siskiyou County. The two lines that serve the City of Weed link to Yreka in the north and Dunsmuir to the south, respectively. On June 16, 2015, the Siskiyou County Local Transportation Commission identified unmet transit needs that are reasonable to meet as required by the Transportation Development Act. The needs are as follows:

- Request for Route 2B (Southbound Commuter Bus) to stop in front of County Behavioral Health Services in Yreka.
- Service along Highway 97 near Papa's Pumpkin Palace.
- Service to Carrick addition on return trip from Lake Shastina to Weed.

Figure 4.16-2 and Figure 4.16-3 show the transit routes that serve the City of Weed.

Map 4.16-2 Shastina Bus Route in the City of Weed.

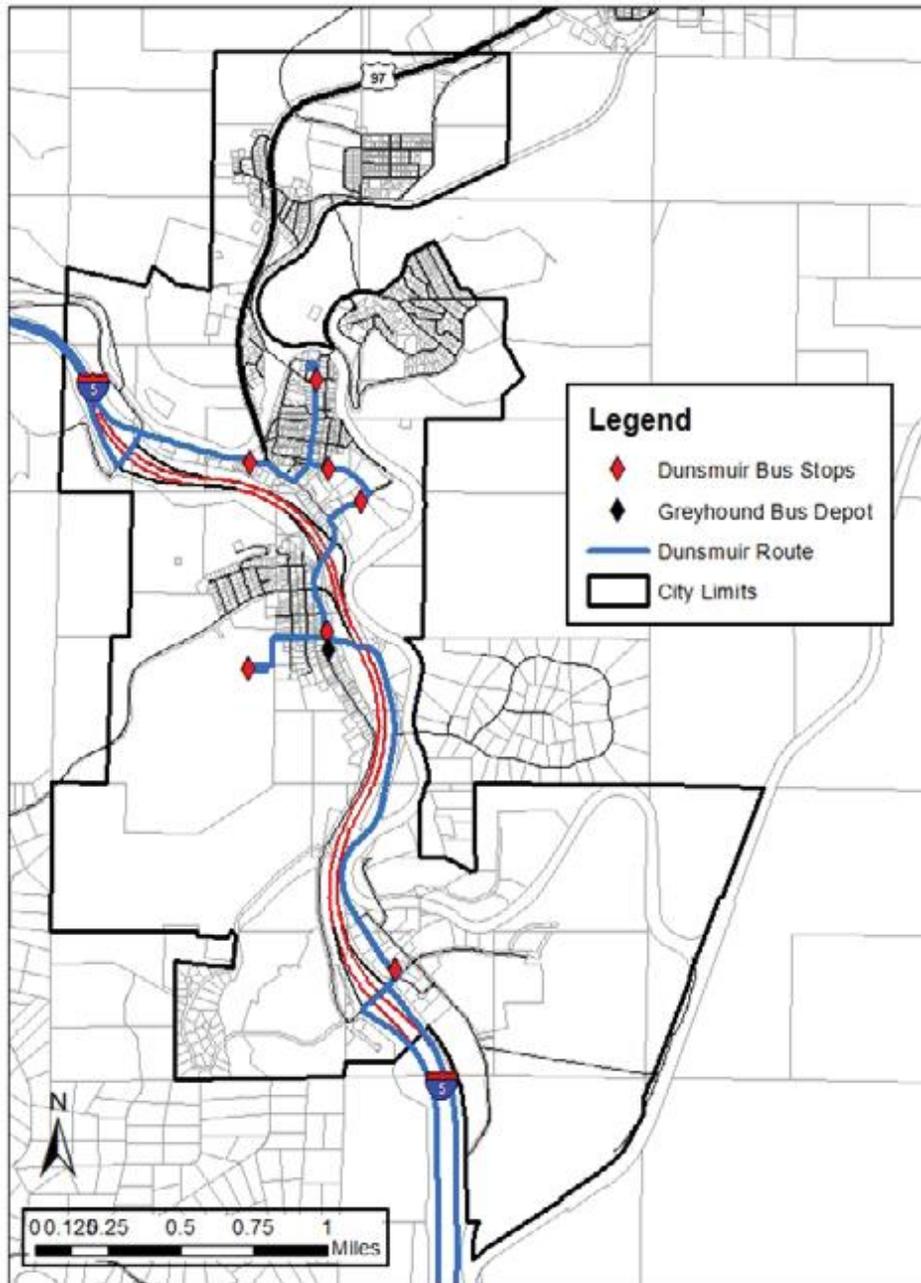


## Shastina Bus Route Map

Circulation Element

Source: City of Weed (2016b, p. 84).

Map 4.16-3 Dunsmuir Bus Route in the City of Weed.



## Dunsmuir Bus Route Map

Circulation Element

Source: City of Weed (2016b, p. 85).

## Existing Pedestrian Facilities and Level of Service

A land use inventory conducted by Cal Poly students in fall 2015 revealed that 22 percent of parcels in Weed have sidewalks that are in good condition (City of Weed, 2016b). 76 percent of parcels have no sidewalk, while one percent have sidewalks in fair condition, and another one percent has sidewalks in bad condition (City of Weed, 2016b). It should be noted that the southern portion of the City of Weed has a more thorough network of connected sidewalks than the northern and central portions of the City of Weed (City of Weed, 2016b). Map 4.16-4 visualizes the data.

Table 4.16-10 and Table 4.16-11 show the existing pedestrian LOS ratings for unsignalized and signalized intersections in the City of Weed.

*Table 4.16-10 Pedestrian Level of Service at Stop-Controlled, Existing Major Intersections in Weed.*

| Intersection                          | Control Type | Peak Hour | Intersection |     | Worst       |     |
|---------------------------------------|--------------|-----------|--------------|-----|-------------|-----|
|                                       |              |           | Delay (sec)  | LOS | Delay (sec) | LOS |
| Main St & Davis Ave                   | TWSC         | AM        | 8.7          | B   | 10.3        | C   |
|                                       |              | PM        | 11.8         | C   | 14.8        | C   |
| South Weed Blvd (US 97) & Boles St    | OWSC         | AM        | 73.5         | F   | 230         | F   |
|                                       |              | PM        | 136          | F   | 446         | F   |
| South Weed Blvd (US 97) & College Ave | OWSC         | AM        | 15.2         | C   | 18.1        | C   |
|                                       |              | PM        | 21.2         | D   | 26.9        | D   |
| Vista Dr & Shastina Dr                | TWSC         | AM        | 64.2         | F   | 150         | F   |
|                                       |              | PM        | 185          | F   | 335         | F   |

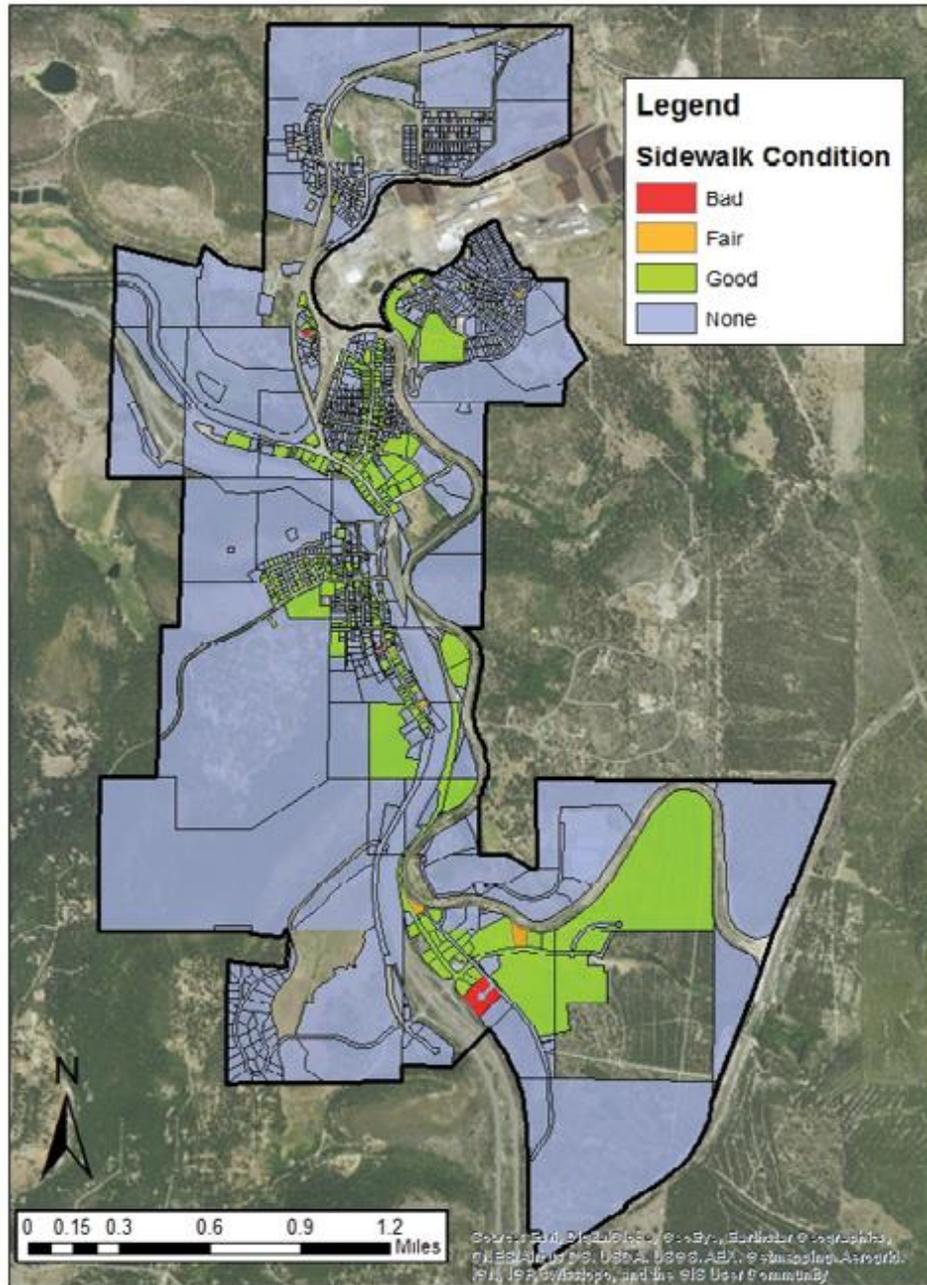
Source: City of Weed (2016c, p. 34).

*Table 4.16-11 Pedestrian Level of Service at Signalized Existing Major Intersections in Weed.*

| Intersection                      | Control Type | Peak Hour | Intersection |     | Worst |     |
|-----------------------------------|--------------|-----------|--------------|-----|-------|-----|
|                                   |              |           | Score        | LOS | Score | LOS |
| South Weed Blvd (US 97) & Main St | Signalized   | AM        | 1.8          | A   | 1.9   | A   |
|                                   |              | PM        | 2            | B   | 2.2   | B   |
| US 97 & N Weed Blvd               | Signalized   | AM        | 1.8          | A   | 1.9   | A   |
|                                   |              | PM        | 2            | B   | 2.2   | B   |

Source: City of Weed (2016c, p. 35).

Map 4.16-4 Sidewalk Conditions in the City of Weed.



## Sidewalk Condition Map

Circulation Element

Source: City of Weed (2016b, p. 94).

## Existing Bicycle Facilities

There are no federal, state, or local regulations that pertain to bicycling in the City of Weed. Chapter 100 of the California Department of Transportation (CALTRANS) Highway Design Manual, however, contains the following definitions of bikeway facilities:

- Class I Bikeway (Bike Path): Provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with crossflow by motorists minimized.
- Class II Bikeway (Bike Lane): Provides a striped lane for one-way bike travel on a street or highway.
- Class III Bikeway (Bike Route): Provides for shared use with pedestrian or motor vehicle traffic.

In 2015, CALTRANS (p. 2) published *Design Information Bulletin Number 89*, which provides guidance for a new classification of bikeways:

- Class IV Bikeway (Separated Bikeway): Provides a right-of-way for the exclusive use of bicycles and includes a separation between the bikeway and through vehicular traffic.

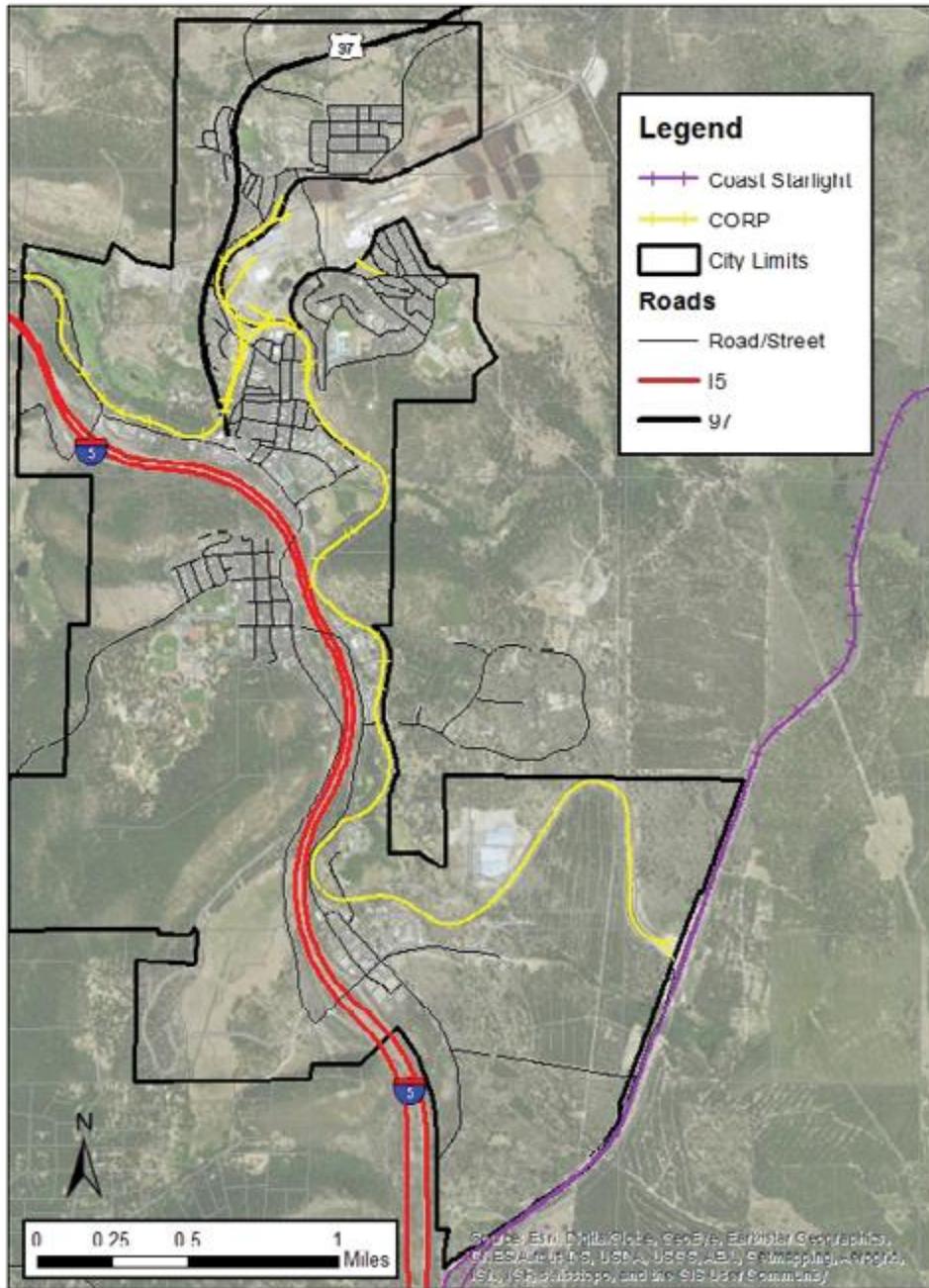
There is no official bikeway network in the City of Weed. In the City, this raises a safety concern due to fast traffic, poor visibility, and lack of separated facilities. Siskiyou County has a limited network of bicycle infrastructure and routes. The infrastructure and routes are geared primarily towards recreational purposes.

### EXISTING RAILWAY FACILITIES

The City of Weed does not have any passenger rail service. Amtrak's Coast Starlight, which operates between Seattle, Washington, and Los Angeles, California, runs through Weed but does not stop in the City. The nearest station served by Amtrak is in Dunsmuir, which is approximately 15 miles to the south.

The Central Oregon and Pacific Railroad (CORP) is a Class II railroad that operates through Weed. CORP primarily hauls lumber, logs, and plywood. The company announced plans in 2008 to reopen the Siskiyou Line between Eugene, Oregon, and Weed, California by November 2015. Map 4.16-5 shows the railway facilities running through Weed.

Map 4.16.5. Existing Rail Lines in the City of Weed.



## Existing Rail Lines Map

Circulation Element

Source: City of Weed (2016b, p. 87).

## 4.16.2. Standards of Significance

This section discusses the standards of significance for assessing the significance of impacts resulting from transportation and traffic.

### 4.16.2.1. CEQA THRESHOLDS

In accordance with the requirements of Appendix G of the CEQA Guidelines, the following criteria serve as standards of significance for any environmental impacts regarding transportation and traffic resulting from the proposed Plan.

1. Would the proposed Plan conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrians and bicycle paths, and mass transit?
2. Would the proposed Plan conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?
3. Would the proposed Plan result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?
4. Would the proposed Plan substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
5. Would the proposed Plan result in inadequate emergency access?
6. Would the proposed Plan conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

## Roadway and Intersection Traffic Operations

This section presents the thresholds of significance that are used to determine the proposed Plan's effects on the transportation network of the City of Weed.

### ROADWAY SEGMENT THRESHOLDS OF SIGNIFICANCE

#### Freeways

Freeway segments that pass through the City of Weed lie within the jurisdiction of District 2 of CALTRANS. District 2 provides target LOS ratings for freeway segments in the City of Weed. CALTRANS does not have a uniform statewide LOS standard for freeway segments.

Instead, CALTRANS publishes transportation concept reports that determine the target LOS rating for freeway segments within each district. Table 4.16-12 from one such transportation concept report shows various LOS ratings for freeway segments and their corresponding descriptions. For I-5, CALTRANS (2008, p. 29) identifies the threshold between LOS “C” and LOS “D” as its target LOS. In other words, the minimum LOS rating that a freeway segment will be allowed to operate at is “C.” A fall in the LOS rating from “C” to “D” will trigger action by CALTRANS to implement improvements on the freeway segment to raise the LOS rating to “C” or better.

*Table 4.16-12 LOS Ratings, Corresponding Descriptions, and Densities for Freeway Segments.*

| LOS | Description                                                                                                                                                                                                                                                                                                                                                              | Density Range (passenger car/mile/lane) |
|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|
| A   | Traffic flow is free flowing with low volumes and high speeds. There is little restriction in maneuverability due to presence of other vehicles, and drivers can maintain desired speed with little or no delay. The effects of incidents are easily absorbed.                                                                                                           | 0-11                                    |
| B   | Traffic flow is still stable, and speeds are maintained. The ability to maneuver is only slightly restricted, and the level of driver comfort is high. The effects of minor incidents are still easily absorbed.                                                                                                                                                         | >11-18                                  |
| C   | Traffic flow is still stable, although speeds may decline slightly. Freedom to maneuver within the traffic stream is somewhat restricted, and lane changes require more caution on the part of the driver. Minor incidents may still be absorbed, but local deterioration in service may be substantial. Queues may be expected to form behind any significant blockage. | >18-26                                  |
| D   | Traffic flow and progression are still generally good, although speeds have fallen. Density begins to increase somewhat more quickly. Freedom to maneuver in the traffic stream is noticeably limited, and the driver's comfort level is reduced. Even minor incidents can be expected to create queuing                                                                 | >26-35                                  |

| LOS | Description                                                                                                                                                                                                                                                                                                                                             | Density Range (passenger car/mile/lane) |
|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|
|     | because the traffic stream has little space to absorb disruptions.                                                                                                                                                                                                                                                                                      |                                         |
| E   | Traffic flow is at capacity and speeds have declined substantially. Vehicles are closely spaced, leaving little room to maneuver within the traffic stream. At capacity, there is no ability to handle a minor disruption, and any incident can be expected to produce a serious breakdown with extensive queuing. The level of driver comfort is poor. | >35-45                                  |
| F   | Traffic flow is at breakdown, speeds are reduced, and stop and go may occur for periods of time because of downstream congestion. In the extreme, both speed and volume can drop to zero. The volume of traffic is greater than the freeway can effectively carry.                                                                                      | >45                                     |

Source: CALTRANS (2008, p. 28).

CALTRANS (2003b, p. 7) also maintains a target LOS for US 97 at the transition between LOS “C” and LOS “D.” CALTRANS (2003a, p. 18) has not determined a target LOS for SR 265, and only aims to maintain the highway segment for the indefinite future.

### Highways

The City of Weed has not established a standard LOS for non-freeway highway segments within its limits. A traffic impact analysis of the proposed Plan on the City of Weed’s transportation network also did not conduct a LOS analysis of highway segments. The proposed Plan, however, incorporates Policy CI 1.7.1 which aims to “maintain a level of service ‘C’ for all major arterials” as it is the recommended industry standard for urban intersections (City of Weed, 2016b, p. 193; City of Weed, 2016c, p. 24). Any future LOS analysis of the City of Weed’s highway segments should refer to Table 4.16-6 as a basis.

### Intersection Thresholds of Significance

Like highways, the City of Weed has not established a standard LOS for intersections (City of Weed, 2016c, p. 24). A traffic impact analysis conducted for the proposed Plan uses LOS “C” as the threshold of significance (City of Weed, 2016c, p. 32). Table 4.16-4 and Table 4.16-5 provide definitions and thresholds for determining the LOS of signalized and unsignalized intersections. Table 4.16-7 also displays the definitions and thresholds for ICU LOS.

### Pedestrian Thresholds of Significance

A traffic impact analysis of the proposed Plan used the definitions specified in Table 4.16-13 and Table 4.16-14 to determine the pedestrian level of service within the City of Weed. It should be noted that the HCM does not have descriptions of operations for each pedestrian level of service rating like automobile LOS does (City of Weed, 2016c, p. 25).

*Table 4.16-13 Pedestrian Level of Service Definitions for Signalized Intersections.*

| Pedestrian LOS Score | LOS by Average Pedestrian (ft <sup>2</sup> /pedestrian) |          |          |          |                     |                 |
|----------------------|---------------------------------------------------------|----------|----------|----------|---------------------|-----------------|
|                      | >60                                                     | >40 - 60 | >24 - 40 | >15 - 24 | >8 <sup>1</sup> -15 | ≤8 <sup>1</sup> |
| ≤2.00                | A                                                       | B        | C        | D        | E                   | F               |
| >2.00 - 2.75         | B                                                       | B        | C        | D        | E                   | F               |
| >2.75 - 3.50         | C                                                       | C        | C        | D        | E                   | F               |
| >3.50 - 4.25         | D                                                       | D        | D        | D        | E                   | F               |
| >4.25 - 5.00         | E                                                       | E        | E        | E        | E                   | F               |
| >5.00                | F                                                       | F        | F        | F        | F                   | F               |

Source: City of Weed (2016c, p. 25).

<sup>1</sup>In cross-flow situations, the LOS E-F threshold is 13 ft<sup>2</sup>/pedestrian.

*Table 4.16-14 Pedestrian Level of Service Definitions for Unsignalized Intersections.*

| Pedestrian Level of Service | Description of Operations                                                | Control Delay (sec/pedestrian) |
|-----------------------------|--------------------------------------------------------------------------|--------------------------------|
| A                           | Usually no conflicting traffic                                           | 0 - 5                          |
| B                           | Occasionally some delay due to conflicting traffic                       | 5 - 10                         |
| C                           | Delay noticeable to pedestrians but not inconveniencing                  | 10 - 20                        |
| D                           | Delay noticeable and irritating, increased likelihood of risk taking     | 20 - 30                        |
| E                           | Delay approaches tolerance level, risk-taking behavior likely            | 30 - 45                        |
| F                           | Delay exceeds tolerance level, high likelihood of pedestrian risk-taking | >45                            |

Source: City of Weed (2016c, p. 26).

The City of Weed has no standard for pedestrian level of service. A traffic impact study for the proposed Plan assumed LOS “E” as the threshold of significance.

#### Bicycle Thresholds of Significance

A traffic impact analysis of the proposed Plan used the bicycle level of service provided by the HCM to determine the thresholds of significance. The thresholds are shown in Table 4.16-15.

*Table 4.16-15 Bicycle Level of Service Definitions.*

| LOS | LOS Score    |
|-----|--------------|
| A   | ≤2.00        |
| B   | >2.00 - 2.75 |
| C   | >2.75 - 3.50 |
| D   | >3.50 - 4.25 |
| E   | >4.25 - 5.00 |
| F   | >5.00        |

Source: City of Weed (2016c, p. 26).

The City of Weed does not have any standard for bicycle level of service (City of Weed, 2016c, p. 26). In addition, “there are no standards for communities with similar demographics or geography to Weed” (City of Weed, 2016, p. 26).

#### 4.16.2.2. METHODOLOGY

As build-out of the proposed Plan could affect future traffic patterns in the City of Weed, a model used in transportation planning was applied to determine the magnitude of the effects on the City of Weed’s transportation network. Under the proposed Plan, a Preferred Growth Scenario was selected that specifies the number of new housing units, projects future population figures, and plans for other variables. These variables were then incorporated into the trip-based travel demand model, or “four-step model,” to calculate future travel demand. The steps involved in the model are as follows:

1. Trip Generation
2. Trip Distribution
3. Mode Choice
4. Trip Assignment

The trips were aggregated to form traffic volumes. The volumes were assigned to designated routes. This procedure then allowed LOS analysis to be conducted to determine if the proposed Plan would result in potentially significant impacts.

#### 4.16.2.3. IMPACT DISCUSSION

This section provides a discussion of the impacts of the proposed Plan on the transportation network of the City of Weed.

---

|                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>TRANS-1</b> | Build-out of the proposed Plan would result in <b>potentially significant</b> impacts regarding conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrians and bicycle paths, and mass transit. |
|----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

---

The proposed Plan would generate impacts on the transportation network of the City of Weed due to projected increases in population, along with the corresponding increase in the number of households, jobs, and area dedicated to ancillary land uses. Travel volumes and traffic patterns would be expected to increase and adapt, respectively.

The proposed Plan, however, aims to orient development in a compact form that would be complementary to alternative forms of transportation, include walking, bicycling, and transit. Compact development and corresponding shift to alternative forms of transportation would help to mitigate the proposed Plan's potential effects on the transportation network of the City of Weed, especially regarding automobile traffic.

As stated above, the City of Weed does not have any existing measures of effectiveness for the performance of the circulation system. The proposed Plan introduces the LOS measure of effectiveness for the performance of the circulation system of the City of Weed. The LOS metric applies to the performance of the circulation system serving vehicular traffic, pedestrian traffic, and bicycle traffic at signalized and unsignalized intersections.

The maintenance of LOS for freeway segments is under the jurisdiction of CALTRANS, and not the City of Weed. As such, the threshold of significance does not apply to freeway segments within the planning area of the proposed Plan.

For automobile LOS at intersections, Table 4.16-16 shows that some intersections experience a decrease in LOS during peak periods. Specifically, intersections #3 (South Weed Blvd (US 97) & Boles St), #4 (South Weed Blvd (US 97) & College Ave), and #5 (Vista Dr & Shastina Dr) drop to LOS D and LOS F.

*Table 4.16-16 Automobile Level of Service at Major Intersections in Weed at Plan Build-Out.*

| Intersection                             | Control Type | Peak Hour | Intersection <sup>1</sup> |     | Worst <sup>2</sup> |     |
|------------------------------------------|--------------|-----------|---------------------------|-----|--------------------|-----|
|                                          |              |           | Delay (sec)               | LOS | Delay (sec)        | LOS |
| 1. Main St & Davis Ave                   | TWSC         | AM        | 0                         | A   | -                  | -   |
|                                          |              | PM        | 0                         | A   | -                  | -   |
| 2. South Weed Blvd (US 97) & Main St     | Signalized   | AM        | 8.7                       | A   | -                  | -   |
|                                          |              | PM        | 11.1                      | B   | -                  | -   |
| 3. South Weed Blvd (US 97) & Boles St    | OWSC         | AM        | 0.9                       | A   | 18.6               | C   |
|                                          |              | PM        | 1.7                       | A   | 27.3               | D   |
| 4. South Weed Blvd (US 97) & College Ave | OWSC         | AM        | 8.6                       | B   | 32.6               | D   |
|                                          |              | PM        | 50.2                      | F   | 246.2              | F   |
| 5. Vista Dr & Shastina Dr                | TWSC         | AM        | 3.6                       | A   | 52.8               | F   |
|                                          |              | PM        | 22.7                      | C   | 472.6              | F   |
| 6. US 97 & N Weed Blvd                   | Signalized   | AM        | 6                         | A   | -                  | -   |
|                                          |              | PM        | 6.2                       | A   | -                  | -   |
| 7. Vista Dr & South Weed Blvd            | AWSC         | AM        | 9.6                       | A   | 10.2               | B   |
|                                          |              | PM        | 13.8                      | B   | 15.1               | C   |

Source: City of Weed (2016c, p. 41).

**Notes:** TWSC = Two-Way Stop Controlled Intersection;

AWSC = All-Way Stop Controlled Intersection;

OWSC = One-Way Stop Controlled Intersection;

<sup>1</sup>Whole intersection weight average control delay expressed in seconds per vehicle;

<sup>2</sup>The worst case delay is normally the time it would take vehicles on the minor street of an unsignalized intersection to make a left turn onto the major street, expressed in seconds per vehicle.

Table 4.16-17 displays the ICU LOS at various intersections in the City of Weed under full build-out of the proposed Plan. No intersection is significantly affected.

**Table 4.16-17 Intersection Capacity Utilization in Weed at Full General Plan Build-Out.**

| Intersection                                       | Control Type | Peak Hour | ICU   | ICU LOS |
|----------------------------------------------------|--------------|-----------|-------|---------|
| Main St & Davis Ave <sup>1</sup>                   | TWSC         | AM        | 21.7% | A       |
|                                                    |              | PM        | 25.2% | A       |
| South Weed Blvd (US 97) & Main St <sup>1</sup>     | Signalized   | AM        | 46.2% | A       |
|                                                    |              | PM        | 58.9% | B       |
| South Weed Blvd (US 97) & Boles St <sup>1</sup>    | OWSC         | AM        | 34.6% | A       |
|                                                    |              | PM        | 40.7% | A       |
| South Weed Blvd (US 97) & College Ave <sup>1</sup> | OWSC         | AM        | 40.9% | A       |
|                                                    |              | PM        | 52.0% | A       |
| Vista Dr & Shastina Dr <sup>2</sup>                | TWSC         | AM        | 56.1% | B       |
|                                                    |              | PM        | 70.9% | C       |
| US 97 & N Weed Blvd <sup>2</sup>                   | Signalized   | AM        | 39.4% | A       |
|                                                    |              | PM        | 45.7% | A       |
| Vista Dr & South Weed Blvd <sup>2</sup>            | AWSC         | AM        | 30.4% | A       |
|                                                    |              | PM        | 36.1% | A       |

Source: City of Weed (2016c, p. 42).

**Notes:** TWSC = Two-Way Stop Controlled Intersection;

AWSC = All-Way Stop Controlled Intersection;

OWSC = One-Way Stop Controlled Intersection;

<sup>1</sup>Data collect by Cal Poly Planning Team on April 1, 2016;

<sup>2</sup>Data extrapolated through CALTRANS information and data collected by Cal Poly Planning.

The pedestrian LOS at stop-controlled intersections in Table 4.16-18 are shown to be at LOS F. It should be noted, however, that the LOS at these intersections are unchanged from the existing conditions shown in Table 4.16-10. In other words, the proposed Plan did not significantly change the pedestrian delays at intersections to result in a rating change of the LOS.

*Table 4.16-18 Pedestrian Level of Service at Stop-Controlled Existing Major Intersections in Weed.*

| Intersection                          | Control Type | Peak Hour | Intersection |     | Worst       |     |
|---------------------------------------|--------------|-----------|--------------|-----|-------------|-----|
|                                       |              |           | Delay (sec)  | LOS | Delay (sec) | LOS |
| Main St & Davis Ave                   | TWSC         | AM        | 11.9         | C   | 17.5        | C   |
|                                       |              | PM        | 14.7         | C   | 19.4        | C   |
| South Weed Blvd (US 97) & Boles St    | OWSC         | AM        | 457          | F   | >600        | F   |
|                                       |              | PM        | >600         | F   | >600        | F   |
| South Weed Blvd (US 97) & College Ave | OWSC         | AM        | 27.2         | D   | 27.6        | D   |
|                                       |              | PM        | 46.1         | F   | 47.1        | F   |
| Vista Dr & Shastina Dr                | TWSC         | AM        | >600         | F   | >600        | F   |
|                                       |              | PM        | >600         | F   | >600        | F   |

Source: City of Weed (2016c, p. 43).

Notes: TWSC = Two-Way Stop Controlled Intersection;  
OWSC = One-Way Stop Controlled Intersection.

The pedestrian delays at signalized intersections, shown in Table 4.16-19, are within acceptable values under the proposed Plan.

*Table 4.16-19 Pedestrian Level of Service at Signalized Intersections in Weed at Plan Build-Out.*

| Intersection                      | Control Type | Peak Hour | Intersection |     | Worst <sup>1</sup> |     |
|-----------------------------------|--------------|-----------|--------------|-----|--------------------|-----|
|                                   |              |           | Delay (sec)  | LOS | Delay (sec)        | LOS |
| South Weed Blvd (US 97) & Main St | Signalized   | AM        | 2.1          | B   | 2.3                | B   |
|                                   |              | PM        | 2.5          | B   | 2.7                | B   |
| US 97 & N Weed Blvd               | Signalized   | AM        | 2.1          | B   | 2.3                | B   |
|                                   |              | PM        | 2.5          | B   | 2.7                | B   |

Source: City of Weed (2016c, p. 43).

<sup>1</sup>The worst case delay is the approach of the street on which the pedestrian would incur the greatest delay.

Table 4.16-20 shows the Bicycle LOS at two intersections in the City of Weed under the proposed Plan. As US 97 & N Weed Blvd does not have separate bicycle facilities, it was assumed that bicyclists would share the same facilities as automobiles, and would experience the same LOS as automobiles (City of Weed, 2016c, p. 42). The LOS does not fall to unacceptable levels for both intersections.

*Table 4.16-20 Bicycle Level of Service at Signalized Intersections in Weed at Plan Build-Out.*

| Intersection                      | Control Type | Peak Hour | Intersection |     | Worst <sup>1</sup> |     |
|-----------------------------------|--------------|-----------|--------------|-----|--------------------|-----|
|                                   |              |           | Delay (sec)  | LOS | Delay (sec)        | LOS |
| South Weed Blvd (US 97) & Main St | Signalized   | AM        | -            | A   | -                  | -   |
|                                   |              | PM        | -            | B   | -                  | -   |
| US 97 & N Weed Blvd               | Signalized   | AM        | 2            | A   | 3                  | C   |
|                                   |              | PM        | 2.2          | A   | 3.2                | C   |

Source: City of Weed (2016c, p. 43).

<sup>1</sup>The worst case delay is the approach of the street on which the bicycle would incur the greatest delay.

From the above discussion, automobile traffic at intersection #4 (South Weed Blvd (US 97) & College Ave), and #5 (Vista Dr & Shastina Dr) would be significantly impacted by the proposed Plan. In addition, pedestrian traffic would be significantly impacted by the proposed Plan at South Weed Blvd (US 97) & Boles St and at Vista Dr & Shastina Dr. Other intersections also experience less than significant impacts to automobiles, bicyclists, and pedestrians.

The traffic impact analysis for the proposed Plan proposes the following mitigation measures to lessen the impacts on automobiles of the proposed Plan on the City of Weed's transportation network:

- Remove street parking in the eastbound direction of College Avenue from South Weed Boulevard to Oregon Street to make room for a left-turn pocket in the eastbound direction of College Ave at intersection #4 (South Weed Blvd (US 97) & College Ave);
- Remove street parking in the northbound direction of Shastina Drive south of Vista Drive to make room for a left-turn pocket in the northbound direction of Shastina Drive at intersection #5 (Vista Dr & Shastina Dr);
- Signalize intersection #5 (Vista Dr & Shastina Dr).

As for pedestrian level of service, the following mitigation measures are proposed:

- Install High Visibility Crosswalks and Rectangular Rapid Flashing Beacons at intersections #3 (South Weed Blvd (US 97) & Boles St);
- Remove street parking along US 97 to make room for bulb-outs, or curb extensions, at the crosswalk that spans US 97 at intersections #3 (South Weed Blvd (US 97) & Boles St);
- Install High Visibility Crosswalks at intersection #5 (Vista Dr & Shastina Dr);
- Signalize intersection #5 (Vista Dr & Shastina Dr).

These mitigation measures would help to reduce the impacts of the proposed Plan down to a level that is less than significant.

**Applicable Regulations:**

None

**Significance before Mitigation:** Potentially significant

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**TRANS-2** Build-out of the proposed Plan would result in **less than significant** impacts regarding conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.

---

As discussed above, I-5 is the only freeway segment that passes through Weed and falls under the jurisdiction of CALTRANS. CALTRANS aims to maintain I-5 below the threshold of LOS “C/D.” The intersections with I-5, US 97, and SR 265 also fall under the jurisdiction of CALTRANS and will be maintained to the threshold of LOS “C/D.”

The proposed Plan intends to maintain intersections within the City of Weed below LOS “C.” This lies within the threshold of CALTRANS’s highway intersection threshold of LOS “C/D.”

The 2016 *Regional Transportation Plan for Siskiyou County* presents several goals for the county transportation system, as shown in Table 4.16-21.

*Table 4.16-21 Goals in the 2016 Regional Transportation Plan for Siskiyou County.*

| Goals | Description                                                                                                                                                                         |
|-------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1     | Provide and maintain a safe, efficient, and convenient countywide roadway system that meets the travel needs of people and goods within the region and connecting to points beyond. |
| 2     | Support the economic vitality of the region.                                                                                                                                        |
| 3     | Enhance sensitivity to the environment and air quality in all transportation decisions.                                                                                             |

|    |                                                                                                                                                                                 |
|----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 4  | Provide a transit system that is a viable choice for Siskiyou County residents.                                                                                                 |
| 5  | Enhance opportunities for safe pedestrian and bicycle travel on and across state highways.                                                                                      |
| 6  | Maintain a local road system to serve the public's needs for safety, mobility and to provide access to the County's major activity centers.                                     |
| 7  | Maintain existing local roads in good condition.                                                                                                                                |
| 8  | Maintain affordable, safe and effective public and private transportation for county residents; especially disabled residents and others with specialized transportation needs. |
| 9  | Maintain and improve general aviation airports in Siskiyou County while minimizing noise and hazards to county residents.                                                       |
| 10 | Promote the continued and expanded use of air, rail and trucks for the transport of suitable products and materials while minimizing negative impacts on the local road system. |
| 11 | Provide an adequate system of facilities and amenities to provide safe travel for bicycles, pedestrians and equestrians on existing and proposed facilities.                    |
| 12 | Promote opportunities for rail transport of freight and passengers to and from the county.                                                                                      |
| 13 | Improve safety and efficiency by using Transportation System Management (TSM) techniques.                                                                                       |
| 14 | Where feasible, reduce the demand for travel by single-occupant vehicles through Transportation Demand Management (TDM) techniques.                                             |
| 15 | Employ new technologies for Intelligent Transportation Systems (ITS) to improve traffic operations within the county.                                                           |
| 16 | Ensure that the allocation of transportation funding dollars maximizes the "highest and best use" for interregional and local projects.                                         |
| 17 | Maintain air quality standards established by the State Air Resources Board (ARB).                                                                                              |
| 18 | Improve livability in the County through land use and transportation decisions that encourage walking, transit and bicycling.                                                   |

Source: (LTC, 2016, pp. 3-2–3-7).

The proposed Plan’s goals, policies, and programs do not conflict with those in the county transportation plan. As such, the proposed Plan would result in less than significant impacts to county transportation plans.

**Applicable Regulations:**

2016 Regional Transportation Plan for Siskiyou County

**Significance before Mitigation:** Less than significant

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**TRANS-3** Build-out of the proposed Plan would result in **no impact** to a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

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The City of Weed does not have an airport within its City Limits. The closest airport, Weed Airport, is located approximately four miles northwest of the City (City of Weed, 2016b, p. 88). The nearest regional airport is Redding Municipal Airport, which is located 77 miles south of Weed (City of Weed, 2016b, p. 88). The closest international airport to Weed is Rogue Valley International-Medford Airport, which is 82 miles to the north of the City (City of Weed, 2016b, p. 88). As there is no potential for impacts by the proposed Plan on air traffic patterns, the threshold of significance does not apply.

**Applicable Regulations:** None

**Significance before Mitigation:** No impact

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**TRANS-4** Build-out of the proposed Plan would result in **less than significant** impacts towards substantially increasing hazards due to a design feature (e.g., sharp-curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

---

All development under the proposed Plan would be subject to design and safety standards that are specified within the City of Weed Municipal Code. The City of Weed Municipal Code references, and is subject to, codes established by the State of California that ensure the safety of its citizens. As with current practice, all future roadways would be designed and reviewed in consultation with engineers to determine their compliance with these codes and regulations with regard to hazards and incompatible uses.

**Applicable Regulations:**

City of Weed Municipal Code

**Significance before Mitigation:** Less than significant

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**TRANS-5** Build-out of the proposed Plan would result in **less than significant** impacts towards contributing to inadequate emergency access.

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All development under the proposed Plan would be subject to design and safety standards that are specified within the City of Weed Municipal Code. The City of Weed Municipal Code references, and is subject to, codes established by the State of California that ensure the safety of its citizens. As with current practice, all future roadways would be designed and reviewed in consultation with engineers to determine their compliance with these codes and regulations with regard to adequate emergency access.

The proposed Plan contains the following programs to ensure adequate emergency access:

**PROGRAM CI 1.6.2.1**

Develop a local emergency response plan that includes procedures for safe, prompt, and orderly evacuation strategies, locations of safe meeting areas, emergency supplies including foods, water, and medical, and general emergency protocol.

**PROGRAM CI 1.6.2.2**

Educate community members on the procedures for safe evacuation strategies and the location of safe meeting areas in the occurrence of an emergency.

**Applicable Regulations:**

City of Weed Municipal Code

**Significance before Mitigation:** Less than significant

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**TRANS-6** Build-out of the proposed Plan would result in **less than significant** impacts towards conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

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All development under the proposed Plan would be subject to policies, plans, and programs that ensure the performance and safety of facilities for use by public transit, bicycles, and pedestrians. For example, all development under the proposed Plan would have to comply with the Complete Streets Act of 2008 and the Americans with Disabilities Act of 1990. The impact of the proposed Plan on adopted policies, plans, or programs would therefore be less than significant. The following policies under the proposed Plan demonstrate its compliance with the threshold of significance:

**PROGRAM CI 1.1.1.1**

Prioritize complete streets improvements along Weed's collector roads.

**PROGRAM CI 1.1.1.2**

Adopt a Bicycle and Pedestrian Master Plan that further identifies specific needs and priorities for alternative transportation in Weed.

**PROGRAM CI 1.1.1.3**

Establish educational programs and events that encourage the use of active transportation.

**PROGRAM CI 1.2.1.1**

Adopt standards for safe pedestrian crossings and road segments that are consistent with traffic control devices in the Manual for Uniform Traffic Control Devices (MUTCD).

**PROGRAM CI 1.2.1.2**

Implement traffic calming techniques to reduce vehicle speeds along corridors with high traffic speeds and volumes.

**PROGRAM CI 1.2.1.3**

Adopt a Safe Routes to School program that incorporates pedestrian safety measures near Weed Elementary School, Weed High School, and College of the Siskiyous.

**PROGRAM CI 1.2.1.4**

Require new developments to provide adequate pedestrian access within and surrounding the property.

**PROGRAM CI 1.2.1.5**

Prioritize sidewalk repair and installation in areas with high residential and commercial activity.

**PROGRAM CI 1.2.2.1**

Implement principles of universal design such as ADA accessible ramps, high-intensity activated crosswalk (HAWK) beacons, and tactile pavements at intersections.

**PROGRAM CI 1.2.2.2**

Regulate the obstruction of sidewalks by trees, fire hydrants, poles, or other objects that may prevent mobility of people with disabilities.

**PROGRAM CI 1.6.2.1**

Develop a local emergency response plan that includes procedures for safe, prompt, and orderly evacuation strategies, locations of safe meeting areas, emergency supplies including food, water, and medical, and general emergency protocol.

**PROGRAM CI 1.6.2.2**

Educate community members on the procedures for safe evacuation strategies and the location of safe meeting areas in the occurrence of an emergency.

**PROGRAM CI 2.1.1.1**

Conduct a pavement condition inventory to identify and prioritize roadways that require pavement repair.

**PROGRAM CI 2.1.1.2**

Conduct an inventory of traffic control devices to identify and prioritize areas that require repair and improvement.

**PROGRAM CI 2.1.1.3**

Develop a Capital Improvement Plan.

**PROGRAM CI 4.2.1.1**

Implement traffic impact fees to improve transit, bicycle, and pedestrian facilities, and to undertake traffic calming policies.

**Applicable Regulations:**

California Complete Streets Act of 2008 (AB 1358)

Americans with Disabilities Act of 1990

**Significance before Mitigation:** Less than significant

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**TRANS-7** Build-out of the proposed Plan, in combination with past, present, and reasonably foreseeable projects would result in **less than significant** additional cumulative considerable impacts.

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The proposed Plan will serve as the constitution for development of the City of Weed. Any projects that are proposed within Weed's city limits will be subject to review and conformity with the proposed Plan's goals, objectives, policies, and programs. The proposed Plan itself emphasizes reducing the cumulative impacts to the circulation network by compacting development and promoting the use of alternative modes of transportation (e.g., walking, bicycling, and transit) as opposed to relying solely on automobile transportation. Any cumulative impacts of projects implemented under the proposed Plan will therefore be mitigated to a level that is not significant.

#### 4.16.2.4. SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

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**TRANS-1** Build-out of the proposed Plan would result in **potentially significant impacts** regarding conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrians and bicycle paths, and mass transit.

---

The proposed Plan would generate potentially significant impacts at the intersections of South Weed Boulevard (US 97) & College Avenue and Vista Drive & Shastina Drive for vehicular

circulation, and at the intersections of South Weed Boulevard (US 97) & Boles Street and Vista Drive & Shastina Drive for pedestrian circulation. Specific mitigation measures proposed by the traffic impact analysis of the proposed Plan would bring these impacts to a level that is less than significant. The mitigation measures include removing street parking to make room for left-turn pockets, installing High Visibility Crosswalks and Rectangular Rapid Flashing Beacons, and signalization. Beyond these impacts, the proposed Plan emphasizes programs that promote multimodal transportation in the City of Weed. Recently adopted state laws, including the Complete Streets Act of 2008 (AB 1358), also mandate the implementation of policies and programs that emphasize multimodal transportation. Given these developments, impacts resulting from build-out of the proposed Plan would be mitigated in the long-term to a level that is less than significant.

The proposed Plan would produce less than significant impacts for the remaining thresholds of significance. Therefore, no mitigation is required.

### 4.16.3. References

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## 4.17. UTILITIES

| Would the Proposed Plan:                                                                                                                                                                      | Potentially Significant Impact | Less than Significant with Mitigation | Less than Significant Impact | No Impact                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|---------------------------------------|------------------------------|--------------------------|
| 1. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?                                        | <input type="checkbox"/>       | <input checked="" type="checkbox"/>   | <input type="checkbox"/>     | <input type="checkbox"/> |
| 2. Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?      | <input type="checkbox"/>       | <input checked="" type="checkbox"/>   | <input type="checkbox"/>     | <input type="checkbox"/> |
| 3. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?                                                                                           | <input type="checkbox"/>       | <input checked="" type="checkbox"/>   | <input type="checkbox"/>     | <input type="checkbox"/> |
| 4. Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/>       | <input checked="" type="checkbox"/>   | <input type="checkbox"/>     | <input type="checkbox"/> |
| 5. Result in a determination by                                                                                                                                                               | <input type="checkbox"/>       | <input checked="" type="checkbox"/>   | <input type="checkbox"/>     | <input type="checkbox"/> |

the wastewater treatment provider which serves or may serve the Planning Area’s projected demand in addition to the provider’s existing commitments?

6. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- 

7. Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?
- 

8. Comply with federal, state, and local statutes and regulations related to solid waste?
- 

**Note:** Order of impact areas shuffled from 2016 CEQA guidelines to keep like-topics in sequence for the discussion

### 4.17.1. Water Service

This section describes the existing conditions and availability of water supply and delivery in the City of Weed and the potential impacts from the proposed Plan and demand associated with build-out in the Plan. Additional information on Water Quality can be found in section 4.9.

#### 4.17.1.1. ENVIRONMENTAL SETTING

The City of Weed's water conservation measures are monitored by the Siskiyou County Flood Control and Water District. Currently, the City depends on springs and wells for water supply. The main sources located within the Mount Shasta Watershed are the Beaghan Spring, Mazzei Well, and the Gazelle Well. The watershed contains the headwaters of three main river systems (Shasta, Sacramento and McCloud) and is located about 40 miles south of the Oregon Border. The watershed itself includes 201,073 acres of land with nearly half of this land in private ownership.

##### 4.17.1.1.1 Regulatory Framework

###### **Federal Regulations**

###### SAFE WATER DRINKING ACT

The US Environmental Protection Agency (USEPA) administers the Safe Water Drinking Act (SDWA) and coordinates with the California Department of Public Health (CDPH). The SDWA sets federal standards for drinking water quality by overseeing state and local water suppliers that implement the federally standards. The USEPA is responsible for developing and enforcing regulations that are based on environmental laws enacted by Congress.

###### CLEAN WATER ACT

The Clean Water Act (CWA) regulates pollutant discharge and loads into United States waters and regulates standards of surface water. The USEPA implements pollution control and prevention through the CWA. Additionally, the CWA sets wastewater discharge standards and sets water quality standards for potable water resources.

###### **State Regulations**

###### CALIFORNIA PORTER-COLOGNE WATER QUALITY CONTROL ACT

This legislation was passed in 1969 and gives authority to the State Water Resource Control Board to manage water quality and water rights throughout the state. This legislation also establishes Regional Water Quality Control Boards in order to regulate and monitor local and regional water quality. Regional Water Quality Control Boards are mandated to regulate discharges that may impact local surface and/or groundwater.

###### ASSEMBLY BILL 2572

This state legislation is focused on water distribution and metering. This State law enacted in 2004 requires all water suppliers to install water meters on all customer connections by January

1, 2025. Additionally, beginning January 2010, all metered services must be billed at a metered rate.

#### EXECUTIVE ORDER B-37-16

In response to California's ongoing Drought State of Emergency, this establishes a new water use efficiency framework for California. According to the Department of Water Resources, "this establishes longer-term water conservation measures that include permanent monthly water use reporting, new urban water use targets, reducing system leaks and eliminating clearly wasteful practices, strengthening urban drought contingency plans and improving agricultural water management and drought plans." (Department of Water Resources, Declarations, 2016)

#### TITLE 22 OF THE CALIFORNIA CODE OF REGULATIONS

This part of the California Code of Regulations mandates the Regional Water Quality Board and the California Department of Public Health to regulate the use of reclaimed wastewater, and sets standards for specific uses.

#### CALIFORNIA DEPARTMENT OF WATER RESOURCES- CALIFORNIA GROUNDWATER MANAGEMENT ACT

This legislation (AB 3030), directs local agencies to create voluntary Groundwater Management Plans in certain groundwater basins and these plans have the authority to finance basin management by creating revenue. The California legislature passed the California Groundwater Act in 2014, which will supersede AB3030, and it will go into effect in 2017. (Department of Water Resources, Groundwater, 2016)

#### CALIFORNIA WATER CODE

The California Water Code states that water resources of California be put to beneficial use and that the waste or use of water be prevented. Additionally, the code states that the conservation water is generally directed towards beneficial use and in the interest of the people and for the public welfare.

#### SENATE BILL (SB) X7-7 STATEWIDE WATER CONSERVATION

This bill mandates all water suppliers to increase water use efficiency in urban and agricultural water conservation. Additionally, this legislation sets a statewide goal of 20 percent reduction per capita urban water use by the year 2020.

#### URBAN WATER MANAGEMENT PLANNING ACT

The Urban Water Management Planning Act mandates all of California's urban water suppliers to have an Urban Water Management Plan, or UWMP. These plans support long

term water resource planning by cities, help cities ensure sufficient water supplies meet existing and future demand.

#### LOCAL AGENCY FORMATION COMMISSION (LAFCO)

Local Agency Formation Commissions (LAFCO) are mandated to perform Municipal Service Reviews for agencies. The Municipal Service Review (MSR) process provides a current, formal, and comprehensive assessment of the provision of community and public services within a city or service district and offers an opportunity for integration with other LAFCO actions including sphere of influence (SOI) creation or updates, California Environmental Quality Act (CEQA) evaluations, and potential impacts to civil rights.

### **Local/Regional Regulations**

#### 2003 MASTER WATER PLAN UPDATE FOR THE CITY OF WEED

The Master Water Plan update was completed for the City of Weed in 2004 and includes a summary of the existing water system, future water demand, potential improvements to water supply and delivery infrastructure, and cost estimates for improvements to the water system. The Plan was completed by Pace Civil, Inc., a private engineering and consulting firm.

#### CITY OF WEED MUNICIPAL CODE – CHAPTER 14.04

This chapter of the municipal code directs regulation that concern water use within the City of Weed. This includes payment or service, scheduling rates, and service requirements.

#### SISKIYOU COUNTY FLOOD CONTROL AND WATER DISTRICT

The Siskiyou County Flood Control and Water District manages water supply for the County of Siskiyou. This includes management of water quality, flood control and groundwater. Additionally, the District manages water-based recreational opportunities in the County.

#### **4.17.1.1.2 Existing Conditions**

The California State Drought continues to impact local, regional and state-wide water resources and supply. This may impact water supply forecasting, future needs and improvements to water supply infrastructure. As the drought headed into its sixth year, the State Water Resources Control Board declared that California's urban water conservation declined from 27 percent in August 2016 to 17.7 percent in October. State-mandated conservation targets regarding the drought may be necessary to implement in 2017 and beyond.

The three main sources of water for the City of Weed are the Beaughan Spring, the Gazelle Well and the Mazzei well. A private company, the Roseburg Forest Products, owns the Beaughan Spring. In 1966, the City of Weed entered a 50-year contract with the International Paper Company to access 1.29 millions of gallons (MGD) per day. The three main water storage facilities are the Hillside, Woodridge, and Lincoln Heights reservoirs and are all fed by Beaughan Springs. The Mazzei well supplies 0.91 MGD and the Gazelle Well proved 0.81 MGD but is in primary use due to the taste and odor of sulfur-reducing bacteria. Additionally, there are wells maintained by private citizens used within the city limits. Table 4.17-1 shows the location, status and delivery capabilities of current City Water Supplies.

*Table 4.17-1 City of Weed Water Supply*

| Water Source            | Year Constructed | Supply Status | Production Capability (MGD*) | Improvements        |
|-------------------------|------------------|---------------|------------------------------|---------------------|
| <b>Beaughan Springs</b> | 1975             | Active        | 1.29                         | Upgrades Due To Age |
| <b>Mazzei Well</b>      | Unknown          | Active        | 0.96                         | Upgrades Due To Age |
| <b>Gazelle Well</b>     | Unknown          | Emergency Use | 0.72                         | Upgrades            |
| <b>Total Supply</b>     |                  |               | 2.29                         |                     |

Source: Cal Poly EIR Team, 2016

Raw water usage for the City of Weed was measured at an estimated 248.2 million gallons per year (MGY) in the 2003 Master Water Plan. The LAFCO Municipal Services Review projected water use in 2013 as being 1.61 MGD. The average household use of water is typically 80-100 gallons per day. Improvements to the water supply and delivery system identified in the 2003 Water Master Plan Update total \$6,269,200 and the City has applied for state and federal grant funds to supply this. At the time of the MSR report, the City of Weed maintained six storage reservoirs that contain a total of 1.55 million gallons of water (MG). The table 4.17-2 below identifies these City facilities, APN location, volume of storage and the year constructed.

*Table 4.17-2 City of Weed Water Storage*

| Tank                   | APN                        | Volume (MG) | Year Constructed |
|------------------------|----------------------------|-------------|------------------|
| <b>Hillside</b>        | 060-371-150                | 0.30        | 2004             |
| <b>Woodridge</b>       | 060-351-010<br>060-351-010 | 0.10        | 1962             |
| <b>Lincoln Heights</b> | 060-241-050                | 0.10        | 1962             |
| <b>Bel Air</b>         | 060-241-030                | 0.40        | 1960             |

|                   |             |      |      |
|-------------------|-------------|------|------|
| <b>Gazelle</b>    | 060-521-180 | 0.30 | 1972 |
| <b>South Zone</b> | 021-190-140 | 0.35 | 1996 |

*Cal Poly EIR Team, 2016*

The City of Weed has historically been able to meet demand and local resources have provided a safe and reliable water supply. The most important issue regarding water supply will be the aging water system infrastructure and, as seen in the cost estimates from the Water Master Plan, the cost of improving water supply and delivery infrastructure. According to the Master Water Plan, both the Beaugan Springs and the Mazzei Well required no treatment but this may change according to impending federal and state water regulations. Additionally, the Gazelle Well emergency supply is treated with chlorine to reduce sulfur taste and odor. According to the MSR, the distribution system network managed by the City of Weed Department of Public Works consists of 135,000 feet of 2/4 inch to 12-inch diameter pipeline built from disparate materials. This system's age and condition is variable and the majority of the system is less than 30-years old. The Water Master Plan stated that 33.5 percent of the water supply was unaccounted for (lost) and the cause was the age and unreliability of the supply system. Water consumption and source projections are out of date as the latest evaluation and analysis of water resources was the 2011 MSR conducted for LAFCO. These projections only extend to 2013.

#### 4.17.1.2. STANDARDS OF SIGNIFICANCE

##### 4.17.1.2.1 CEQA Thresholds

According to Appendix G of the CEQA Guidelines (2016), the proposed Plan would have significant effect on the environment with report to Water Service if it would:

1. Have insufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed; or
2. Require or result in the construction of new water facilities or expansion of existing facilities, the construction of which may cause significant environmental effects.

##### 4.17.1.2.2 Methodology

This section explains the evaluation of the potential impacts to water service. It is based on projected service need and demand, CEQA guidelines above, water conservation measures in relation to the current state of drought and incorporates evaluation of the projections and potential water supply improvements identified in the 2011 Municipal Services Review (MSR).

The MSR carried out by the Local Agency Formation Commission (LAFCO) identified water supply improvements and conditions.

#### 4.17.1.3. IMPACT DISCUSSION

This section discusses the proposed Plan specific impacts related to water supply.

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**UTIL-1** Build-out of the proposed Plan would result in **potentially significant** impacts regarding water service and supply for the City of Weed and adjacent service areas outlined in the plan.

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The area has sufficient water supply to serve existing entitlements and resources, but the Plan does state that water supply can be a limiting factor in growth that is identified in the key areas in the proposed Plan. The current adequate water supply needs to be supplemented by additional sources to facilitate growth. Additionally, the preferred plan prioritizes that the City develop and adopt an Urban Water Management Plan and update the Water Master Plan, which will help ensure that water resources are conserved and managed in a manner consistent with current demand and future demand associated with future growth. Additionally, the City of Weed needs to reduce its water demand regardless of these impacts. Executive Order B-37-16 mandates water demand reduction and Senate Bill X7-7 can potentially help the City offset demand associated with projected growth.

The proposed Plan includes the following programs and policies that will assist and/or impact the water supply in adapting to population growth projections in the City of Weed:

**POLICY LU 1.3.3**

Allocate adequate land to expand public facilities that support community growth.

PROGRAM HO 1.1.1.2

Provide adequate facilities such as infrastructure, water supply, and public services to support new housing developments.

**POLICY CO 1.1.1**

The City shall comply with the Urban Water Conservation Act.

PROGRAM CO 1.1.1.1

Assess future water needs and report findings to City Council.

PROGRAM CO 1.1.1.2

Develop water conservation goals that are consistent with water reduction targets of the State.

PROGRAM CO 1.1.1.3

Update the Water Master Plan.

**POLICY CO 1.1.2**

The City shall comply with Assembly Bill 2572.

PROGRAM CO 1.1.2.1

Install water meters on all municipal and industrial water service connections by January 1, 2025 and on all service connections constructed before 1992.

PROGRAM CO 1.1.2.2

Enforce ordinance for water reduction through water meter evaluation.

**POLICY CO 1.2.1**

Adopt a landscape water ordinance to limit both public and residential landscape water use.

PROGRAM CO 1.2.1.1

Conduct a water use assessment in order to identify feasible areas to reduce water consumption.

PROGRAM CO 1.2.1.2

Reduce turf grass and replace with drought tolerant plants.

PROGRAM CO 1.2.2.4

Seek grant-funding opportunities to support residential water conservation.

**POLICY CO 2.1.1**

The City shall provide residents with access to clean and healthy water.

PROGRAM CO 2.1.1.1

Implement regular groundwater testing to assure quality and cleanliness.

PROGRAM CO 2.1.1.2

Quickly and effectively clean hazardous material spills and ensure that water sources are unaffected.

PROGRAM CO 2.1.1.3

Develop and implement creek clean-up and community clean-up programs to maintain healthy and clean aquatic environments.

PROGRAM CO 2.1.1.4

Develop water-cleaning technology to clean water from the Gazelle Well to improve taste and augment municipal water resources.

**POLICY PF 1.1.1**

The City shall undertake an assessment of all water storage and water supply sources owned by the City

PROGRAM PF 1.1.1.1

Implement a program to assess the quality of water on a regular basis

**PROGRAM PF 1.1.1.2**

Produce an annual report to City Council on water supply and water quality.

**PROGRAM PF 1.1.1.3**

Implement a Capital Improvements Plan for the phasing of updates to the water supply system when feasible, including the completion of metering of the water supply system.

**POLICY PF 1.1.2**

The City shall strive to maintain adequate water capacity for residents and businesses. New development should only be permitted when water services can be provided without threatening the level of service to the rest of the City

**PROGRAM PF 1.1.2.1**

Seek grant funding to establish city-owned water supply sources.

**POLICY PF 1.1.3**

The City shall allow extensions of the City's potable water service only to properties within the designated sphere of influence.

**POLICY PF 1.2.1**

The City shall undertake an assessment of all water supply and distribution facilities operated by the City.

**PROGRAM PF 1.2.1.1**

Implement a program to assess the distribution network as updates and regular maintenance is completed by the City.

**PROGRAM PF 1.2.1.2**

Update the City's Water Master Plan.

**PROGRAM PF 1.2.1.3**

Implement a Capital Improvements Plan for the phasing of updates to the water distribution system when feasible.

**POLICY PF 8.1.1**

The City shall require impact fees and assessment districts to fund infrastructure projects.

**PROGRAM PF 8.1.1.1**

Use development impact fees to offset the cost of extending or upgrading infrastructure to new development.

**PROGRAM PF 8.1.1.2**

Use voter-approved assessment districts to develop roads, water, sewer, drainage, and other infrastructure improvements in areas planned for urban uses.

**PROGRAM PF 8.1.1.3**

Create a five-year Capital Improvements Plan (CIP) to strategize the most efficient use of city resources for the maintenance of high quality infrastructure and services.

**PROGRAM PF 8.1.1.4**

Update and review the Capital Improvements Plan (CIP) for consistency with the General Plan on an annual basis.

**Applicable Regulations:**

- Federal Safe Drinking Water Act
- California Porter-Cologne Water Quality Control Act
- California Groundwater Management Act
- California Urban Water Management Planning Act
- Senate Bill X7-7 (Urban Water Conservation Act)
- Executive Order B-37-16
- Assembly Bill 2572

**Significance before mitigation: Potentially Significant**

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**UTIL-2** Build-out of the proposed Plan would result in **potentially significant** impacts regarding the construction of new water facilities or expansion of existing facilities.

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The proposed Plan states that preferred growth scenarios will require additional water supply and therefore potential construction of new water supply and distribution facilities. Additionally, since water supply is a potential limiting factor in growth, impacts for future construction for expanded water supply and distribution facilities could create environmental impacts. The Plan contains policy 1.2.1.2 that will require the City create an updated Urban Water Management Plan. Additionally, the LAFCO MSR from 2011 lists necessary improvements to the existing water supply and distribution facilities. Potential construction or expansion of water supply and distribution facilities will require specific CEQA review on a project-level basis

The proposed Plan includes the following objectives, programs and policies that can assist and/or impact the water supply in adapting to population projections in the City of Weed regarding construction or expansion of facilities:

**POLICY LU 1.3.3**

Allocate adequate land to expand public facilities that support community growth.

**POLICY HO 1.1.1**

Maintain compliance with the Regional Housing Needs Allocation (RHNA) targets for additional housing units needed through 2040.

**PROGRAM HO 1.1.1.2**

Provide adequate facilities such as infrastructure, water supply, and public services to support new housing developments.

**POLICY CO 1.2.2**

Comply with California Green Building Code Standards for residential water fixtures.

**PROGRAM CO 1.2.2.1**

Require that low-flow water fixtures be installed during alterations or improvements to single-family residential buildings by January 2018.

**PROGRAM CO 1.2.2.2**

Require updates to plumbing fixtures during alterations or improvements to multifamily residential buildings by January 2019.

**PROGRAM CO 1.2.2.3**

Demonstrate leadership in water conservation through the installation of low-flow water conserving fixtures in public facilities.

**POLICY PF 1.1.1**

The City shall undertake an assessment of all water storage and water supply sources owned by the City

**PROGRAM PF 1.1.1.1**

Implement a program to assess the quality of water on a regular basis

**PROGRAM PF 1.1.1.2**

Produce an annual report to City Council on water supply and water quality.

**PROGRAM PF 1.1.1.3**

Implement a Capital Improvements Plan for the phasing of updates to the water supply system when feasible, including the completion of metering of the water supply system.

**POLICY PF 1.1.2**

The City shall strive to maintain adequate water capacity for residents and businesses. New development should only be permitted when water services can be provided without threatening the level of service to the rest of the City.

**PROGRAM PF 1.1.2.1**

Seek grant funding to establish city-owned water supply sources.

**POLICY PF 1.1.3**

The City shall allow extensions of the City's potable water service only to properties within the designated sphere of influence.

**POLICY PF 1.2.1**

The City shall undertake an assessment of all water supply and distribution facilities operated by the City.

**PROGRAM PF 1.2.1.1**

Implement a program to assess the distribution network as updates and regular maintenance is completed by the City.

**PROGRAM PF 1.2.1.2**

Update the City’s Water Master Plan.

**PROGRAM PF 1.2.1.3**

Implement a Capital Improvements Plan for the phasing of updates to the water distribution system when feasible.

**Applicable Regulations:**

- Federal Safe Drinking Water Act
- California Porter-Cologne Water Quality Control Act
- California Groundwater Management Act
- California Urban Water Management Planning Act
- Senate Bill X7-7 (Urban Water Conservation Act)
- Executive Order B-37-16
- Assembly Bill 2572

**Significance Before Mitigation:** Potentially Significant

4.17.1.4. SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES

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**UTIL-1** Build-out of the proposed Plan would result in **potentially significant** impacts regarding water service for the City of Weed and adjacent service areas.

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**Mitigation UTIL-1:**

The City shall develop and adopt an Urban Water Management Plan and update the Water Master Plan in order to ensure water supply and service delivery to meet future demand.

**Significance after Mitigation:** Less-than-significant

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**UTIL-2** Build-out of the proposed Plan would result in **potentially significant** impacts regarding the construction of new water facilities or expansion of existing facilities.

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**Mitigation UTIL-2:**

The City shall develop and adopt an Urban Water Management Plan and update the Water Master Plan in order to ensure water supply and service delivery to meet future demand.

**Significance after Mitigation:** Less-than-significant

## 4.17.2. Sewer Service

This section describes the existing conditions of Sewer Service in the City of Weed and the potential impacts from build-out of the proposed Plan and service demand associated with the Plan. Additional information on Water Quality can be found in section 4.9.

### 4.17.2.1. ENVIRONMENTAL SETTING

#### 4.16.2.1.1 Regulatory Framework

##### Federal Regulations

###### CLEAN WATER ACT

The Clean Water Act (CWA) regulates pollutant discharge and loads into United States waters and regulates standards of surface water. The United States Environmental Protection Agency (USEPA) implements pollution control and prevention through the CWA. Additionally, the CWA sets wastewater discharge standards and sets water quality standards for potable water resources.

###### THE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES)

The US Environmental Protection Agency (USEPA) administers the National Pollution Discharge Elimination System, or NPDES. The program is mandated through Section 402 (p) of the Clean Water Act (CWA) and its intent is to reduce point-source pollution into stormwater discharges. For most discharge into lakes, streams or other water bodies, NPDES permits are often necessary. In addition, construction permits are required for projects have a one-acre or larger disturbance area. These permits mandate elimination or reduction of non-stormwater discharge and manage the establishment of Total Maximum Daily Loads, or TMDLs. Additionally, the NPDES program requires the development, implementation and monitoring of a Storm Water Pollution Prevention Plan (SWPPP).

##### State Regulations

###### CALIFORNIA PORTER-COLOGNE WATER QUALITY CONTROL ACT

This legislation was passed in 1969 and gives authority to the State Water Resource Control Board to manage water quality and water rights throughout the state. This legislation also establishes Regional Water Quality Control Board in order to regulate and monitor local and regional water quality. Regional Water Quality Control Boards are mandated to regulate discharges that may impact local surface and/or groundwater.

## TITLE 22 OF THE CALIFORNIA CODE OF REGULATIONS

This part of the California Code of Regulations mandates the Regional Water Quality Board and the California Department of Public Health to regulate the use of reclaimed wastewater, and sets standards for specific uses.

### GENERAL WASTE DISCHARGE REQUIREMENT (ORDER NO. 2006-003)

All public sewer and wastewater collection systems that extend more than one mile of pipe must adhere to this State Water Resources Control Board requirement. It mandates public operators to control the volume of waste discharged, prevent sewer waste from entering the storm sewer system, and to develop a SSMP, or Sewer System Management Plan. Additionally, it requires storm sewer overflows be report to the State Water Resources Control Board.

## **Local/Regional Regulations**

### SEWER MANAGEMENT PLAN 2013

This document prepared for the City of Weed by Pace Engineering evaluates the City's sewage collection system and includes plans and cost estimates for major capital improvements recommended for a 10-year time frame. This plan was required by the California State Water Resources Control Board General Waste Discharge Requirements (WDR) for all publicly owned sanitary sewer collection systems.

### WEED MUNICIPAL CODE, CHAPTER 14.08 SEWER SERVICE SECTION 130- PROHIBITED DISCHARGES

This section of the Municipal Code controls what is discharged into any sewage facility which directly or indirectly impacts facilities owned by the city. (City of Weed 2015)

### CITY OF WEED MUNICIPAL CODE CHAPTER 14.08 SEWER SERVICE SECTION 140 – INDUSTRIAL WASTEWATERS DISCHARGES

This section of the Municipal Code requires a permit for industrial wastewater that would be is charged directly or indirectly into a trunk sewer (City of Weed 2015)

### CITY OF WEED MUNICIPAL CODE CHAPTER 14.08 SEWER SERVICE SECTION 590- TRUCKER'S DISCHARGE PERMIT

This section of the Municipal Code prevents the discharge of septic tank, seepage pit, interceptor or cesspool contents, industrial liquid discharges or other liquid waste discharge to sewer facilities of the City or to facilities that discharge directly or indirectly without a Trucker's Discharge Permit.

#### 4.16.2.1.2 Existing Conditions

The City of Weed manages and maintains two wastewater collection and treatment facilities and one effluent disposal facility. The Weed Wastewater System serves the northern section of the City and the Shastina Wastewater System serves the southern part of the City. Both of the wastewater treatment plants are located outside of the City of Weed northwest of the City between Interstate 5 and US highway 97. Additionally, the Weed Wastewater System is made up of approximately 69,000 linear feet of 6-inch, 8-inch, and 10-inch sewer mains that include 8,000 linear feet of 10-inch Boles Creek Interceptor Sewer and about 4,600 linear-feet of 8-inch Beaughton Creek Interceptor Sewer. The Shastina Wastewater System and sewage collection system is made up of 43,000 linear feet of 6-inch, 8-inch, and 10-inch sewer mains with an approximate 7,600 linear feet of 12-inch interceptor sewer to the treatment plant. Additionally, there are approximately 38,000 linear feet of service laterals. The Weed Wastewater Treatment Plant was built in 1948 and the Shastina Wastewater Treatment Plant was constructed in 1961. Effluent from both facilities is sent to common percolation beds and irrigation facilities at Zwanziger Rancher. The Weed WWTP serves an approximately 746 households equivalents (HEs) and has an average dry weather flow (ADWF) capacity of 0.378 MGD and a peak weather flow (PWWF) capacity of 1.12 MGD. The Shastina WWTP is estimated to serve approximately 1,224 HEs and has an ADWF capacity of 0.227 MGD and PWWF capacity of 0.990 MGD. (City of Weed, Municipal Services Review, 2011)

The treatment plants have regularly been upgraded to meet state requirements and meet the demands of the City. Effluent from both plants are either spray irrigated on adjacent alfalfa fields during the growing season or is discharged to the percolation beds during the winter or during wet periods of the year. (City of Weed, Municipal Services Review, 2011)

#### 4.17.2.2. STANDARDS OF SIGNIFICANCE

##### 4.16.2.2.1 CEQA Thresholds

According to Appendix G of the CEQA Guidelines (2016), the proposed Plan would have a significant effect on the environment with respect to wastewater collection and disposal if it would:

1. Exceed wastewater treatment requirement of the applicable Regional Water Quality Control Board?
2. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

3. 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?

#### 4.16.2.2.2 Methodology

Evaluation of the potential impact to wastewater collection and disposal was based on a comparison of the changes in land use and population in the proposed Plan and the North Coast Regional Water Quality Control Board's standards and regulations regarding wastewater and treatment.

#### 4.17.2.3. IMPACT DISCUSSION

This section will discuss the proposed Plan specific impacts related to wastewater collection and disposal.

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**UTIL-3** Build-out of the proposed Plan would result in **potentially significant** impacts regarding exceeding wastewater treatment requirements of the applicable Regional Water Quality Control Board.

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The proposed Plan states that increases in population and changes in land use under the preferred growth scenario would require an expansion for the City of Weed's wastewater treatment facilities and therefore potentially exceed wastewater treatment requirements of the North Coast Regional Water Quality Control Board, which mandates that all public sanitary sewer systems and treatment facilities comply with State Waste Discharge Order (WDR Order No. 2006-0003-DWQ). Development areas outlined in the proposed Plan would see an increased demand for the Weed Wastewater System that serves the southern half of the City and the Shastina Wastewater System that serves the northern half. Currently, both treatment plants meet state requirements and the needs of the City. Additionally, all treated effluent is disposed of at a single facility located northwest of the City. Since 2006, the City has been reporting sewer overflows to the California Integrated Water Quality Control System (CIWQS) database and the 2013 Sanitary Sewer Management Plan was also prepared in compliance with the State Waste Discharge Requirements. Growth scenarios in the Plan could possibly change the demand of the treatment plants and wastewater systems that serve the City of Weed and therefore potentially exceed wastewater treatment requirements as mandated by the Regional Water Quality Control Board.

The proposed Plan includes the following objectives, programs and policies that will assist and/or impact wastewater collection and disposal regarding treatment requirements in the City of Weed:

**POLICY LU 1.3.3**

Allocate adequate land to expand public facilities that support community growth.

**POLICY HO 1.1.1**

Maintain compliance with the Regional Housing Needs Allocation (RHNA) targets for additional housing units needed through 2040.

PROGRAM HO 1.1.1.2

Provide adequate facilities such as infrastructure, water supply, and public services to support new housing developments.

**POLICY CO 2.1.1**

The City shall provide residents with access to clean and healthy water.

PROGRAM CO 2.1.1.1

Implement regular groundwater testing to assure quality and cleanliness.

PROGRAM CO 2.1.1.2

Quickly and effectively clean hazardous material spills and ensure that water sources are unaffected.

PROGRAM CO 2.1.1.3

Develop and implement creek clean-up and community clean-up programs to maintain healthy and clean aquatic environments.

PROGRAM CO 2.1.1.4

Develop water-cleaning technology to clean water from the Gazelle Well to improve taste and augment municipal water resources.

**POLICY PF 1.3.1**

The City shall undertake an assessment of all sewer treatment system facilities and distribution network maintained by the City.

PROGRAM PF 1.3.1.1

Implement a program to assess the level of service for the sewer treatment system.

PROGRAM PF 1.3.1.2

Produce an annual report to City Council on sewer treatment capacity and use.

PROGRAM PF 1.3.1.3

Implement a Capital Improvements Plan for the phasing of updates to the sewer treatment system when feasible.

**POLICY PF 1.3.2**

The City shall allow extensions of the City sewer treatment service only to properties within the designated Sphere of Influence.

**POLICY PF 3.1.1**

The City shall explore alternatives to standard disposal practices as cost-effective and environmentally sound technologies become available.

**POLICY PF 3.1.2**

The City shall undertake an assessment of all water collection and disposal services contracted by the City.

PROGRAM PF 3.1.2.1

Conditionally approve new development that has proof of adequate solid waste collection, disposal, and diversion/recycling resources.

PROGRAM PF 3.1.2.1

Produce an annual report to City Council on sewer treatment capacity and use.

**POLICY PF 8.1.1**

The City shall require impact fees and assessment districts to fund infrastructure projects.

PROGRAM PF 8.1.1.1

Use development impact fees to offset the cost of extending or upgrading infrastructure to new development.

PROGRAM PF 8.1.1.2

Use voter-approved assessment districts to develop roads, water, sewer, drainage, and other infrastructure improvements in areas planned for urban uses.

**Applicable Regulations:**

National Pollution Discharge Elimination System (NPDES)

Clean Water Act

City of Weed Sewer Management Plan 2013

California General Waste Discharge Requirement

**Significance Before Mitigation:** Potentially-Significant

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**UTIL-4** Build-out of the proposed Plan would result in **potentially significant** impacts requiring or resulting in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

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The proposed Plan will result in new growth and infrastructure development in key areas within the City of Weed. This could result in new construction or expansion of existing wastewater that could have environmental impacts. According to the LAFCO Municipal Services Report (MSR) from 2011, specific improvements and expansions to wastewater treatment facilities in the City will have to be expanded to accommodate future growth outlines in the outdated Master Sewer Plan. Infrastructure maintenance, replacements and

upgrades are scheduled and prioritized based on Capital Improvement Programs, the availability of funds, staff recommendations, and are coordinated with development and other projects when possible. Overall costs of recommendations from the MSR are estimated to cost \$9,330,025. The Plan has a goal (PF 3) that states the City will have adequate infrastructure and public facilities to accommodate growth. New construction or expansion of facilities to accommodate this could potentially create environmental impacts but will be evaluated on a project-level CEQA analysis.

The proposed Plan includes the following programs and policies that will assist impacts from expansion of wastewater collection and disposal facilities for the City of Weed:

**POLICY LU 1.3.3**

Allocate adequate land to expand public facilities that support community growth.

**POLICY HO 1.1.1**

Maintain compliance with the Regional Housing Needs Allocation (RHNA) targets for additional housing units needed through 2040.

PROGRAM HO 1.1.1.2

Provide adequate facilities such as infrastructure, water supply, and public services to support new housing developments.

**POLICY PF 1.3.1**

The City shall undertake an assessment of all sewer treatment system facilities and distribution network maintained by the City.

PROGRAM PF 1.3.1.1

Implement a program to assess the level of service for the sewer treatment system.

PROGRAM PF 1.3.1.2

Produce an annual report to City Council on sewer treatment capacity and use.

PROGRAM PF 1.3.1.3

Implement a Capital Improvements Plan for the phasing of updates to the sewer treatment system when feasible.

**POLICY PF 1.3.2**

The City shall allow extensions of the City sewer treatment service only to properties within the designated Sphere of Influence.

**POLICY PF 3.1.1**

The City shall explore alternatives to standard disposal practices as cost-effective and environmentally sound technologies become available.

**POLICY PF 3.1.2**

The City shall undertake an assessment of all water collection and disposal services contracted by the City.

**PROGRAM PF 3.1.2.1**

Conditionally approve new development that has proof of adequate solid waste collection, disposal, and diversion/recycling resources.

**PROGRAM PF 3.1.2.1**

Produce an annual report to City Council on sewer treatment capacity and use.

**POLICY PF 8.1.1**

The City shall require impact fees and assessment districts to fund infrastructure projects.

**PROGRAM PF 8.1.1.1**

Use development impact fees to offset the cost of extending or upgrading infrastructure to new development.

**PROGRAM PF 8.1.1.2**

Use voter-approved assessment districts to develop roads, water, sewer, drainage, and other infrastructure improvements in areas planned for urban uses.

**Applicable Regulations:**

National Pollution Discharge Elimination System (NPDES)

Clean Water Act

City of Weed Sewer Management Plan 2013

California General Waste Discharge Requirement

**Significance Before Mitigation:** Potentially-Significant

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**UTIL-5** Build out of the proposed Plan would result in **potentially significant** impacts resulting in a determination by the wastewater treatment provider which serves or may serve the project that is has adequate capacity to serve the proposed Plan's projected demand in addition to the provider's existing commitments.

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The proposed Plan, as stated earlier, calls for improvements and expansions to wastewater treatment facilities in the City of Weed to accommodate future growth outlined in the outdated Master Sewer Plan. Future growth projects the need for 1,922 new housing units by 2040, which will possibly produce a strain on existing wastewater infrastructure systems and call for expanded infrastructure. While the existing wastewater infrastructure and treatment plans meets current demand and serves an approximately 1,050 customers, build out in the proposed Plan's growth scenario will have significant impact on wastewater infrastructure. Therefore, the wastewater treatment provider (the City of Weed) would have to make a determination whether it could serve the Planning Area's projected demand in addition to the provider's existing commitments.

The proposed Plan includes the following programs and policies that can assist the City in adapting to wastewater collection and disposal regarding determination by the wastewater treatment provider:

**POLICY LU 1.3.3**

Allocate adequate land to expand public facilities that support community growth.

**POLICY HO 1.1.1**

Maintain compliance with the Regional Housing Needs Allocation (RHNA) targets for additional housing units needed through 2040.

PROGRAM HO 1.1.1.2

Provide adequate facilities such as infrastructure, water supply, and public services to support new housing developments.

**POLICY PF 1.3.1**

The City shall undertake an assessment of all sewer treatment system facilities and distribution network maintained by the City.

PROGRAM PF 1.3.1.1

Implement a program to assess the level of service for the sewer treatment system.

PROGRAM PF 1.3.1.2

Produce an annual report to City Council on sewer treatment capacity and use.

PROGRAM PF 1.3.1.3

Implement a Capital Improvements Plan for the phasing of updates to the sewer treatment system when feasible.

**POLICY PF 1.3.2**

The City shall allow extensions of the City sewer treatment service only to properties within the designated Sphere of Influence.

**POLICY PF 3.1.1**

The City shall explore alternatives to standard disposal practices as cost-effective and environmentally sound technologies become available.

**POLICY PF 3.1.2**

The City shall undertake an assessment of all water collection and disposal services contracted by the City.

PROGRAM PF 3.1.2.1

Conditionally approve new development that has proof of adequate solid waste collection, disposal, and diversion/recycling resources.

PROGRAM PF 3.1.2.1

Produce an annual report to City Council on sewer treatment capacity and use.

**POLICY PF 8.1.1**

The City shall require impact fees and assessment districts to fund infrastructure projects.

PROGRAM PF 8.1.1.1

Use development impact fees to offset the cost of extending or upgrading infrastructure to new development.

PROGRAM PF 8.1.1.2

Use voter-approved assessment districts to develop roads, water, sewer, drainage, and other infrastructure improvements in areas planned for urban uses.

**Applicable Regulations:**

National Pollution Discharge Elimination System (NPDES)

Clean Water Act

City of Weed Sewer Management Plan 2013

California Statewide General Waste Discharge Requirement

**Significance Before Mitigation:** Potentially Significant

4.17.2.4. SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES

This section discusses mitigation measures for the impacts on sewer service of the proposed Plan.

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**UTIL-3** Build out of the proposed Plan would result in **potentially significant** impacts regarding exceeding wastewater treatment requirements of the applicable Regional Water Quality Control Board.

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**Mitigation UTIL-2**

The City shall ensure that any increase in capacity in wastewater treatment will meet required permit requirements from the North Coast Regional Water Quality Control Board and ensure compliance with Statewide General Waste Discharge Requirements (WDR Order No. 2006-0003-DWQ).

**Significance After Mitigation:** Less-than-significant

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**UTIL-4** Build out of the proposed Plan would result in **potentially significant** impacts requiring or resulting in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

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**Mitigation UTIL-4**

The City of Weed shall permit construction of new water and wastewater treatments facilities or expansion of existing facilities only if funding has been identified for project-specific mitigation of impacts related to construction and expansion.

**Significance After Mitigation:** Less-than-significant

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**UTIL-5** Build out of the proposed Plan would result in **potentially-significant** impacts resulting in a determination by the wastewater treatment provider which serves or may serve the project whether it has adequate capacity to serve the proposed Plan's projected demand in addition to the provider's existing commitments.

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### **Mitigation UTIL-5a**

The City of Weed shall adhere to construction, enhancement and expansion outlined in the 2013 Sewer Master Plan in order to ensure adequate capacity for projected demand as a result of future growth.

### **Mitigation UTIL-5b**

The City of Weed will not issue any new permits for constructions until adequate treatment capacity can be demonstrated.

**Significance After Mitigation:** Less-than-significant

## **4.17.3. Stormwater Drainage**

This section describes the existing conditions of storm water drainage (storm water and flood control) infrastructure in the City of Weed and the potential impacts from build out of the proposed Plan.

### **4.17.3.1. ENVIRONMENTAL SETTING**

The City of Weed is traversed by Boles Creek and Beaugan Creek, in addition to minor tributaries to these drainages. The focus of storm water drainage is largely on the Boles Creek as Beaugan creek is located largely outside City limits.

#### **4.17.3.1.1 Regulatory Framework**

##### **Federal Regulations**

###### **CLEAN WATER ACT**

The Clean Water Act (CWA) regulates pollutant discharge and loads into United States waters and regulates standards of surface water. The USEPA implements pollution control and

prevention through the CWA. Additionally, the CWA sets wastewater discharge standards and sets water quality standards for potable water resources.

#### THE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES)

The US Environmental Protection Agency (USEPA) administers the National Pollution Discharge Elimination System, or NPDES. The program is mandated through Section 402 (p) of the Clean Water Act and its intent is to reduce point-source pollution into stormwater discharges. For most discharge into lakes, streams or other water bodies, NPDES permits are often necessary. In addition, construction permits are required for projects have a one-acre or larger disturbance area. These permits mandate elimination or reduction of non-stormwater discharge and manage the establishment of Total Maximum Daily Loads, or TMDLs. Additionally, the NPDES program requires the development, implementation and monitoring of a Storm Water Pollution Prevention Plan (SWPPP).

### **State Regulations**

#### CALIFORNIA WATER CODE

The California Water Code states that water resources of California be put to beneficial and that the waste or use of water be prevented. Additionally, the code states that the conservation water is generally directed towards beneficial use and in the interest of the people and for the public welfare.

#### STATE WATER RESOURCES CONTROL BOARD

This agency manages regulation related to water quality, wastewater discharge permits, storm water runoff and underground and aboveground storage tanks. The SWRCB governs nine Regional Water Quality Control Boards. The northwestern part of Siskiyou County and the City of Weed are within the North Coast Regional Water Quality Control Board. Programs managed by the SWRCB related to Stormwater are: Municipal Separate Storm Sewer System (MS4) Permits, California Department of Transportation Phase I MS4 Permits, Statewide Construction Stormwater General Permit, and the Statewide Industrial Stormwater General Program.

#### MUNICIPAL SEPARATE STORM SEWER SYSTEM (MS4) PERMIT PROGRAM

Municipal sewer system operators must comply with MS4 permits issued by the State Water Board and the appropriate Regional Water Board. MS4 permits regulate stormwater entering local municipal systems under a two-phase system. Phase I MS4 permits regulate storm water permits for medium (100,000-250,000) and large municipalities (250,000 or more). The Statewide phase II MS4 permit regulates small municipalities (less than 100,000 people) and

non-traditional small operations such as public campuses, prisons and military installations that are not regulated under a Phase I MS4 permit.

#### STATEWIDE CONSTRUCTION STORMWATER GENERAL PERMIT PROGRAM

Stormwater from construction project that impact more than one acre of soil or that disturb less than one acre but are part of larger development plan, are required to obtain a statewide General Permit for Discharges of Stormwater Associated with Construction Activity (commonly referred to as the Construction General Permit or CGP). The CGP requires temporary and post-construction best management practices and erosion, sediment and pollutant reduction from construction sites.

#### STATEWIDE INDUSTRIAL STORMWATER GENERAL PROGRAM

Industries with storm water from industrial activity sites are regulated by the statewide Industrial General Permit. This permit program requires industry owners to utilize best technology available to reduce pollutants in their storm water discharges and develop a storm water pollution prevention plan (SWPP) and monitor this plan in compliance with regulatory levels specified in the statewide permit.

### **Local/Regional Regulations**

#### SISKIYOU COUNTY FLOOD CONTROL AND WATER DISTRICT

The Siskiyou County Flood Control and Water District manages water supply for the County of Siskiyou. This includes management of water quality, flood control and groundwater. Additionally, the District manages water-based recreational opportunities in the County.

#### 2007 DRAINAGE STUDY FOR THE CITY OF WEED

Completed by Pace Engineering in 2007, this document contains an overview of the existing drainage system, evaluates storm drain facilities, identifies drainage deficient areas and recommends improvements for drainage.

#### **4.17.3.1.2 Existing Conditions**

Appropriate management of storm water and flood control within the City of Weed is critical in order to prevent flooding and threats to public health and safety. There is a history of minor flooding within the City, mainly along Boles Creek. The section of Boles Creek that is a concern starts approximately 200 feet upstream of Main Street to Grove Street in the South end of the City's downtown area. Additionally, minor flooding along Boles Creek is seasonal and responds directly to rain events and snow melt. There have been no major flood events related to Beaugan Creek. The 2007 Drainage Study made recommendation for updated culverts to be better prepared for a 100-year storm event. The primary focus of the Drainage

Study is the Boles Creek Watershed as it is located within City limits and experiences localized flooding. The Boles Creek drainage passed under streets, parking lots and buildings through a system of concrete pipes and corrugated metal pipes. Overall, these drainage facilities are in good condition and range in size from three to eight feet.

#### 4.17.3.2. STANDARDS OF SIGNIFICANCE

##### 4.17.3.2.1 CEQA Thresholds

According to Appendix G of the CEQA Guidelines (2016), the proposed Plan would have a significant effect on the environment with respect to stormwater and flood control if it would:

1. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

##### 4.17.3.2.2 Methodology

Evaluation of the potential impact to storm water drainage was based on the City's current management strategies, the recommended improvements and analysis in the 2011 LAFCO Municipal Services Review and projected needs from build in the proposed Plan.

#### 4.17.3.3. IMPACT DISCUSSION

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|               |                                                                                                                                                                                                                                                                       |
|---------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>UTIL-6</b> | Build out of the proposed Plan would result in <b>potentially significant</b> impacts regarding the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. |
|---------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

---

The proposed Plan will result in new growth and infrastructure development in key areas within the City of Weed. This could result in new construction or expansion of existing storm water drainage facilities. The City does not have a history of major flood events, though it is possible that projected growth in the Plan could change this. It is necessary for the Plan to address infrastructure requirements in order to efficiently capture and divert storm water to reduce the risk of urban flooding for new development and growth. Proposed roadway expansion, land use changes and commercial growth and expansion could possibly increase the use of pavement and parking areas that would impact or increase the current flow of storm water and could potentially have environmental impacts. Increased population and new development will necessitate the need for expanded or new storm water drainage facilities and could have potential environmental effects.

The proposed Plan includes the following programs and policies that can assist and/or impact storm water and drainage facilities in the proposed Plan:

**POLICY HO 1.1.1**

Maintain compliance with the Regional Housing Needs Allocation (RHNA) targets for additional housing units needed through 2040.

**PROGRAM HO 1.1.1.2**

Provide adequate facilities such as infrastructure, water supply, and public services to support new housing developments.

**POLICY SF 3.2.1**

Prohibit development in the 100-year flood zone unless mitigation measures meeting Federal Flood Insurance Administration criteria are provided.

**PROGRAM SF 3.2.1.1**

Distinguish if future development is in the 100-year flood zone during project design review and decline approval for development in 100-year flood zones without mitigation.

**POLICY SF 3.2.2**

Continue to participate in the National Flood Insurance program.

**PROGRAM SF 3.2.2.1**

Annually review changes to the National Flood Insurance program and inform residents within the 100-year flood zone of significant changes.

**POLICY PF 2.1.1**

The City shall promote the orderly and efficient expansion of the storm drainage system to meet existing and projected needs.

**POLICY PF 2.1.2**

The City shall require drainage improvements for new development in order to mitigate on-site and off-site drainage impacts attributable to new development.

**POLICY PF 2.1.3**

The City shall promote flood protection improvements along Boles Creek.

**PROGRAM PF 2.1.3.1**

Apply for flood protection funds from State and Federal agencies and, if necessary, coordinate with adjacent property owners to complete flood protection improvements along Boles Creek.

**POLICY PF 8.1.1**

The City shall require impact fees and assessment districts to fund infrastructure projects.

**PROGRAM PF 8.1.1.1**

Use development impact fees to offset the cost of extending or upgrading infrastructure to new development.

**PROGRAM PF 8.1.1.2**

Use voter-approved assessment districts to develop roads, water, sewer, drainage, and other infrastructure improvements in areas planned for urban uses.

**Applicable Regulations:**

The National Pollution Discharge Elimination System (NPDES)

State Water Resources Control Board

2007 Drainage Study for the City of Weed

**Significance Before Mitigation:** Potentially significant

4.17.3.4. SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES

This section will describe potential impacts and mitigation measures for stormwater drainage.

---

**UTIL-6** Build out of the proposed Plan would result in **potentially significant** impacts regarding the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

---

**Mitigation UTIL-6a**

In addition to ensuring orderly and efficient expansion of the storm drainage system, The City of Weed shall require on-site storm water retention for future development in order to minimize environmental impacts.

**Mitigation UTIL-6b**

The City of Weed shall develop and implement Low Impact Development policies for implementation during construction or expansion of storm water drainage facilities to minimize environmental effects and runoff.

**Significance After Mitigation:** Less-than-significant

**4.17.4. Solid Waste**

This section describes the existing conditions and availability of Solid Waste services and facilities in the City of Weed and the potential impacts from build-out of the proposed Plan. Additional information on Hazardous Waste can be found in section 4.8.

#### 4.17.4.1. ENVIRONMENTAL SETTING

##### 4.17.4.1.1 Regulatory Framework

###### **Federal Regulations**

U.S. ENVIRONMENTAL PROTECTION AGENCY: RESOURCE CONSERVATION AND RECOVERY ACT 42 U.S.C. §6901 ET SEQ. (1976)

The Resource Conservation and Recovery Act (RCRA) of 1976 gives the United States Environmental Protection Agency (USEPA) the authority to control hazardous waste from ‘cradle to grave.’ This includes the generation, transportation, storage and disposal of hazardous waste. The Office of Resource Conservation and Recovery (ORCR) manages and implements RCRA guidelines.

###### **State Regulations**

CALIFORNIA ENVIRONMENTAL PROTECTION AGENCY

The California Environmental Protection Agency (CalEPA) is tasked with the regulation of hazardous and non-hazardous solid waste within the state. Within CalEPA, the California Department of Resources Recycling and Recovery (CalRecycle) is tasked with management of non-hazardous waste collection, processing, recycling and disposal. Additionally, CalRecycle monitors cities and counties to ensure they implement adequate source reduction, recycling composting and other diversion methods to meet AB 939 mandates (see below for information on AB 939).

CALIFORNIA SOLID WASTE REUSE AND RECYCLING ACCESS ACT

The California Solid Waste Reuse and Recycling Access Act of 1991 mandates CalRecycle to develop model ordinances that outline provisions for establishment of areas for collecting and loading recyclables for new development projects after September 1, 1994. For subdivision and single family home development projects, provisions need only serve the needs within the subdivision.

CALIFORNIA INTEGRATED WASTE MANAGEMENT ACT (AB 939)

This 1989 legislation mandates that cities and counties divert at least 50 percent of their total waste stream from landfills.

CALIFORNIA BEVERAGE CONTAINER RECYCLING AND LITTER REDUCTION ACT

This 1986 legislation is administered by the California Environmental Protection Agency, or CalEPA, and California Department of Resources and Recycling and Recovery, or CalRecycle. This act established the California Redemption Value of recyclable containers.

## Local/Regional Regulations

### CITY OF WEED MUNICIPAL CODE CHAPTER 14.12 – CITY LANDFILL

This section of the Weed Municipal Code is related to the City Landfill and identifies the city contracted operator as having full authority to direct landfill operations as they see fit.

#### 4.17.4.1.2 Existing Conditions

##### Local and Regional conditions

###### SOLID WASTE FACILITIES AND MANAGEMENT

The City of Weed generates solid waste that has to be disposed of or recycled in order to provide a healthy and clean environment for residents while meeting state laws and regulations. The State of California has passed numerous, progressive legislation regarding the diversion of waste away from landfills through recycling and reuse. The City is served by C and D Waste Removal, a private company located within the City. The nearest dump is the Black Butte Transfer Recycle Station which is located in Mt Shasta and the landfill location determined in the City's Municipal Code. The City of Weed pays approximately \$57 per ton in dump fees at the Black Butte Transfer Recycle Station and C and D Waste Removal hauls roughly 219 tons per month, which equals approximately \$12,500 a month in solid waste management and disposal. Additionally, the City pays approximately \$5,000 per month in garbage container fees. The City partners with adjacent communities and the County of Siskiyou in recycling efforts to divert waste away from dumps.

#### 4.17.4.2. STANDARDS OF SIGNIFICANCE

##### 4.17.4.2.1 CEQA Thresholds

According to Appendix G of the CEQA Guidelines (2016), the proposed Plan would have a significant effect on the environment with respect to solid waste services if it would:

1. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs
2. Comply with federal, state and local statutes and regulations related to solid waste.

##### 4.17.4.2.2 Methodology

Evaluation of the potential impact to solid waste services and facilities was based on projected demands and build out in the proposed Plan. While the Plan does not specify solid waste generation for the City of Weed or specific solid waste infrastructure construction or expansion, the proposed plan does contain goals, policies and programs regarding solid waste

management. As the City's solid waste services are managed by a private company, the private entity would need to increase its services to meet future demand in relation to population growth.

#### 4.17.4.3. IMPACT DISCUSSION

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**UTIL-7** Build out of the proposed Plan would result in **less-than-significant** impact on capacity to accommodate the proposed Plan's solid waste disposal needs.

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The proposed Plan will result in new growth and infrastructure development in key areas within the City of Weed and this would increase the need for solid waste collection and disposal. Black Butte Transfer Recycle Station would not exceed capacity at build out.

The proposed Plan includes the following programs and policies related to solid waste collection and disposal regarding landfill capacity:

**POLICY PF 3.1.1**

The City shall explore alternatives to standard disposal practices as cost-effective and environmentally sound technologies become available.

**POLICY PF 3.1.2**

The City shall undertake an assessment of all water collection and disposal services contracted by the City.

**PROGRAM PF 3.1.2.1**

Conditionally approve new development that has proof of adequate solid waste collection, disposal, and diversion/recycling resources.

**PROGRAM PF 3.1.2.1**

Produce an annual report to City Council on sewer treatment capacity and use.

**POLICY PF 4.1.1**

The City shall promote the reduction, reuse, and recycling of solid waste.

**PROGRAM PF 4.1.1.1**

Establish composting programs for residential and commercial activities.

**PROGRAM PF 4.1.1.2**

Seek funding for recycling and composting programs through agencies such as CalRecycle.

**PROGRAM PF 4.1.1.3**

Develop a recycling community outreach and education program to increase awareness and diversion rates.

**POLICY PF 4.1.2**

The City shall encourage business and industries to reduce the uses of non- biodegradable and non-recyclable materials.

**PROGRAM PF 4.1.2.1**

Develop a recycling education program to increase awareness and diversion rates for business owners.

**POLICY PF 4.1.2**

The City shall require construction sites to provide for the reuse, recycling or salvage of construction materials, where feasible.

**Applicable regulations:**

City of Weed Municipal Code Chapter 14.12 – City Landfill

Federal Resource Conservation and Recovery Act (1976)

California Integrated Waste Management Act of 1989

California Solid Waste Reuse and Recycling Access (1991)

**Significance before mitigation: Less-than-Significant**

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**UTIL-8** Build out of the proposed Plan would result in **less-than-significant** impacts regarding complying with federal, state, and local statutes and regulations related to solid waste.

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The proposed Plan would not be legally binding if it did not meet compliance with federal, state and local regulations and statutes regarding solid waste. Additionally, the Plan would likely comply with federal, state and local regulations regarding solid waste.

As the City of Weed does not provide solid waste disposal, the following policies and programs outlined in the proposed Plan will help the City reduce waste voluntarily:

**POLICY PF 3.1.1**

The City shall explore alternatives to standard disposal practices as cost- effective and environmentally sound technologies become available.

**POLICY PF 3.1.2**

The City shall undertake an assessment of all water collection and disposal services contracted by the City.

**PROGRAM PF 3.1.2.1**

Conditionally approve new development that has proof of adequate solid waste collection, disposal, and diversion/recycling resources.

**PROGRAM PF 3.1.2.1**

Produce an annual report to City Council on sewer treatment capacity and use.

**POLICY PF 4.1.1**

The City shall promote the reduction, reuse, and recycling of solid waste.

**PROGRAM PF 4.1.1.1**

Establish composting programs for residential and commercial activities.

**PROGRAM PF 4.1.1.2**

Seek funding for recycling and composting programs through agencies such as CalRecycle.

**PROGRAM PF 4.1.1.3**

Develop a recycling community outreach and education program to increase awareness and diversion rates.

**POLICY PF 4.1.2**

The City shall encourage business and industries to reduce the uses of non- biodegradable and non-recyclable materials.

**PROGRAM PF 4.1.2.1**

Develop a recycling education program to increase awareness and diversion rates for business owners.

**POLICY PF 4.1.2**

The City shall require construction sites to provide for the reuse, recycling or salvage of construction materials, where feasible.

**Applicable regulations:**

City of Weed Municipal Code Chapter 14.12 - City Landfill

Federal Resource Conservation and Recovery Act (1976)

California Integrated Waste Management Act of 1989

California Solid Waste Reuse and Recycling Access (1991)

**Significance before mitigation:** *Less-than-Significant*

#### 4.17.4.4. SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES

Solid waste requires no mitigation measures.

## 4.17.5. References

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## **5. SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS**

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The Executive Summary in Chapter 1 contains Table 1-1, which summarizes the proposed Plan's impacts, mitigation measures, and levels of significance before and after mitigation. These policies and actions from the proposed Plan and mitigation measures, where available, would reduce the level of impacts to less than significant.

Chapter 7 describes significant unavoidable impacts, which are those that cannot be reduced to a less-than-significant level. Details for each of these impacts can be found in the elements' corresponding sections in Chapter 4 of this EIR.

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## 6. ALTERNATIVES

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### 6.1. INTRODUCTION

The proposed Plan is described and analyzed in this EIR, with an emphasis on potentially significant impacts and recommended mitigation measures to avoid those impacts. The California Environmental Quality Act (CEQA) guidelines require a comparative analysis of a reasonable range of alternatives to the proposed Plan that could attain most of the basic objectives of the project in a feasible manner. If the alternative with the least environmental impact is the No Project Alternative, then the EIR must also designate the next most environmentally superior alternative. The purpose of this discussion is to inform the public and decision makers of feasible alternatives that would avoid or substantially lessen any significant effects of the Plan and to compare the alternatives to the proposed Plan.

This chapter includes an evaluation of three alternatives to the proposed Plan. CEQA Section 15126.6(e) requires the consideration of a “No Project alternative” in every EIR. For the City of Weed 2040 General Plan, the “No Project Alternative” is classified as the Business as Usual Scenario. In this alternative, the proposed Plan would not be adopted and the existing plans and policies of the previously adopted Plan and its policies and the 2009-2014 Housing Element would continue to be implemented. Consistent with CEQA Guidelines Section 15126.6(b), the other two alternatives selected for analysis “focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives or would be costlier.” The three alternatives are described below.

### 6.2. PROJECT ALTERNATIVES

#### **Business as Usual (No Project) Scenario**

Under this alternative, the proposed Plan would not be adopted, and future development would be guided by the existing goals, policies, programs, and land use designations in the 1982 General Plan. Business as Usual is a development scenario that demonstrates how the city would grow, given that the City would adhere to historic trends in population growth, housing and economic development, and investment in public facilities and infrastructure.

The growth principles in this development alternative were created based on the current trends of land usage and development patterns seen in Weed. For example, land uses would remain predominantly low-density along with the introduction of some medium-density

development in Central Weed. Single-family residential development is a key feature of this alternative with the majority of growth occurring along the western boundary of South Weed, and additional residential land allocated adjacent to Charlie Byrd Park in Angel Valley. Small amounts of medium-density development are apportioned through mixed-use development in downtown, and core areas near downtown and College of the Siskiyous.

The majority of commercial development would occur on vacant or underutilized sections of the North/South Weed corridor. Much of the South Weed development would be in service to the I-5 interstate freeway, which serves as the city's primary source of revenue. This commercial growth pattern would extend into downtown Weed where many commercial buildings lay vacant. Historic mixed-use buildings would be officially designated as mixed-use in order to accommodate downtown growth. Table 6-1 compares the population, housing and job targets under this and the other alternatives.

*Table 6-1 Comparison of Estimated Buildout of Plan Alternatives*

| Alternative                 | Total Residents | Total Housing Units | Total Jobs |
|-----------------------------|-----------------|---------------------|------------|
| Business as Usual           | 3,131           | 1,424               | 1,640      |
| Moderate Growth Scenario    | 3,481           | 1,583               | 1,838      |
| Progressive Growth Scenario | 3,602           | 1,922               | 2,239      |
| Preferred Growth Scenario   | 3,602           | 1,922               | 2,239      |

## **Moderate Growth Scenario**

The Moderate Growth Scenario targets additional growth beyond the Business as Usual alternative by keeping low-density residential as the main character of the city, but incorporating new, high-density areas in core areas of the city. The goal of the Moderate Growth Scenario is to foster employment growth through all sectors by allocating commercial development along key corridors within Weed. A key feature of this scenario is placing retail, jobs, and services within walkable and bike-able distances of residential development. Additionally, this scenario proposes circulation improvements that would enhance the transportation network for public transit, bicycles, and pedestrians in order to create a more accessible city.

One of the main goals of the Moderate Growth Scenario is to ensure that residents are within a ¼ to ½ mile walking radius of goods, services, housing, and recreation. For this reason, future development is constrained to well within the city limits and would only occupy approximately 5 percent of vacant land, with residential and commercial developments each

increasing to approximately 15 percent of Weed's total developed land. Possible outcomes for the Moderate Growth Scenario include a focus on medium-density, mixed-use development of the City core, while ensuring that Weed retains its low-density, single-family character. Table 6-1 shows the population, housing and job targets under this alternative.

### **Progressive Growth Scenario**

The Progressive Growth Scenario stems from aggressive aspirations for population and economic growth within Weed. Based on the historic jobs growth rate between 2002 and 2013, this alternative targets an annual 2 percent increase, totaling 800 new jobs by 2040. This is double the amount of jobs increase over the Moderate Growth Scenario. Additionally, the Progressive Growth Scenario accommodates a 20 percent population increase by 2040, necessitating additional 689 housing units. Under this alternative, the city would focus on more moderate-density infill development in core areas of the city while keeping the single-family character of Weed by allocating additional space for development on the city periphery. The City would focus economic growth in its primary industries in order to reinvigorate the local economy. Key growth areas under this scenario were selected to enhance access to goods and services, increase local connectivity, and promote safe, healthy, and vibrant neighborhoods.

Under the Progressive Growth Scenario, growth would be contained within city limits, however buildout would consume about 60 percent of Weed's remaining vacant land. Areas with large amounts of vacant land would see significant development. South Weed in particular would be targeted because of the ability to locate housing units close to open space and expanded utilities. The goal is to diversify housing densities within the City by creating more options for higher density living areas in the core of Weed. Possible outcomes for this alternative include increases in walkability, diversification of housing density, infill of vacant and underutilized parcels within core areas of the city, and increased access to open space. Table 6-1 shows the population, housing and jobs targets under this scenario.

### **Comparison of Growth Alternatives**

Table 6-1 includes projections for the number of total residents, housing units, and targeted jobs for the three alternate growth scenarios. Due to differing assumptions in growth patterns for population, housing and economic growth, each alternative varies in its projected outcomes in these areas. Table 6-2 compares the Business as Usual (No Project), Moderate Growth, and Progressive Growth alternatives with the Preferred Growth Scenario of the proposed Weed 2040 General Plan as they relate to impacts to the environment in the 17 impact areas required by CEQA. The analysis suggests the proposed Plan has offers varying levels of improvement overall in comparison with the other alternatives.

*Table 6-2 Comparison of Development Alternatives*

| Area of Impact                  | No Project | Moderate Growth | Progressive Growth |
|---------------------------------|------------|-----------------|--------------------|
| Aesthetics                      | -          | =               | =                  |
| Agricultural Resources          | --         | +               | =                  |
| Air Quality                     | --         | +               | =                  |
| Biological Resources            | --         | ++              | =                  |
| Cultural Resources              | -          | =               | -                  |
| Geology and Soils               | -          | =               | =                  |
| Greenhouse Gas Emissions        | --         | +               | =                  |
| Hazards and Hazardous Materials | -          | =               | =                  |
| Hydrology & Water Quality       | --         | +               | =                  |
| Land Use & Planning             | --         | =               | =                  |
| Mineral Resources               | =          | =               | =                  |
| Noise                           | -          | =               | =                  |
| Population & Housing            | -          | =               | =                  |
| Public Services                 | =          | -               | =                  |
| Recreation                      | --         | -               | =                  |
| Transportation & Traffic        | --         | =               | =                  |
| Utilities and Services          | --         | -               | =                  |

++ Substantial Improvement compared to the proposed Plan

+ Slight Improvement compared to the proposed Plan

= Similar to the proposed Plan

- Slight deterioration compared to the proposed Plan

-- Substantial deterioration compared to the proposed Plan

## 6.3. BUSINESS AS USUAL (NO PROJECT) ALTERNATIVE

### 6.3.1. Principal Characteristics

Under the No Project Alternative, the proposed Plan, current trends set forth by the existing General Plan would continue. Low-density residential development would continue to occur throughout the City, with medium-density development occurring in Central Weed. With the Business as Usual Alternative. None of the policies and programs proposed by the City of Weed 2040 General Plan would be implemented. This alternative would focus commercial development along the North/South Weed corridor, and along I-5.

Possible outcomes of this alternative include continued reliance on automobiles with limited bicycle infrastructure in commercial corridors of the city, under-development of core economic target areas near College of the Siskiyous and Bel Air, and reduced access to recreation.

## 6.3.2. Impact Discussion

The No Project Alternative would have the following impacts relative to the proposed Plan:

### 6.3.2.1. AESTHETICS

If the No Project Alternative is chosen, policies under the existing General Plan would continue to be implemented. The existing General Plan lacks policies that regulate aesthetics. Such policies include the adoption of height limits, designation of viewsheds of Mt. Shasta, and policies regarding general aesthetics. Additionally, the No Project Alternative does not provide the necessary policy direction to focus development and reduce impacts throughout the city. However, even under the No Project Alternative it is assumed that the City would continue to evaluate the environmental impacts of these projects on a case-by-case basis and would identify all applicable feasible mitigation measures for significant impacts. Therefore, the No Project Alternative **slight deterioration** in comparison to the proposed Plan.

### 6.3.2.2. AGRICULTURAL RESOURCES

Development under the Business as Usual scenario will not maintain existing forestland and timber resources, as all vacant forestland is currently zoned for residential, commercial, and industrial uses. Although the existing General Plan contains policies to protect timber resources, the proposed Plan contains a far more extensive set of policies and programs to protect natural ecosystems and designates a large amount of vacant forest land as open space. Therefore, the No Project Alternative is a **substantial deterioration** in comparison to the proposed Plan.

### 6.3.2.3. AIR QUALITY

Under the Business as Usual alternative scenario, the policies and programs of the existing General Plan would continue to be implemented. The current General Plan does not contain policies or programs that address air quality. Increases in population and new development projects would not have any guidance in how to measure changes in air quality as a result of these activities, and how to prevent air quality degradation. Land use under this alternative would continue to be low-density in nature, promoting the continued use of private automobiles as the primary mode of transportation. This would lead to increases of harmful substances such as ozone precursors and particulate matter. In addition to promoting mixed-

use development, the proposed Plan includes policies and programs to minimize the amount of harmful substances that are released as a consequence of population growth and development. Therefore the Business as Usual Alternative is a **substantial deterioration** in comparison to the proposed Plan.

#### 6.3.2.4. BIOLOGICAL RESOURCES

If the Business as Usual project alternative is chosen, the policies and programs under the existing General Plan would continue to be implemented. In the current General Plan had little policy regarding protection of biological resources. Under the current General Plan, low density residential housing units would continue to be built with little policy directive on how to protect biological resources while doing so. This has the potential to encroach upon habitats that support sensitive species.

Many policies and programs in the proposed Plan explicitly state how the city will protect biological resources. For example, Policy CO 3.2.1 states that new development shall not disturb any critical habitats identified through biological resource assessments. Subsequent programs under this policy provide implementable methods of determining whether land within the city is sensitive habitat, and proposes the development and implementation of a landscape plan to preserve oak woodlands. Without these policies and programs, critical habitats along with other biological resources in the City may be lost. Therefore, the Business as Usual project alternative is a **substantial deterioration** in comparison to the proposed Plan.

#### 6.3.2.5. CULTURAL RESOURCES

The proposed Plan is an improvement over the No Project Alternative because it contains more policies and programs that protect cultural resources. Such policies include identification of registration of historical resources including buildings, historic resources, and archeological sites. The Plan specifically proposed growth boundaries restricting development, which reduces potential impacts. However, construction resulting from new development by the proposed Plan has the potential to disturb cultural resources that are currently buried or undiscovered. Therefore, the No Project Alternative is a **slight deterioration** in comparison to the proposed Plan.

#### 6.3.2.6. GEOLOGY AND SOILS

Under the Business as Usual Scenario the proposed Plan would not be adopted and the current policies, and programs implemented in the current general Plan in regards to geology and soils would persist. The city of Weed's current safety Element was adopted in the 1980s and is based on relatively outdated sources of data. Fortunately, soil composition and seismic

activity have not changed significantly since then. The city of Weed adopted the 1994 Edition of the Building Standards Code and requires all new development comply with the code. In this alternative, Weed would continue using the 1994 edition of the Building Standards Code rather than the 2016 Building Standards Code, which went into effect January 1, 2017. Complying with the new standards would result in greatly increased safety for residents living in new developments. Therefore the Business as Usual alternative is a **slight deterioration** in comparison to the proposed Plan.

#### 6.3.2.7. GREENHOUSE GAS EMISSIONS

Under the Business as Usual scenario, the policies and programs of the existing General Plan would continue to be implemented. The current General Plan does not contain policies or programs that address greenhouse gas emissions. Land use under this alternative would continue to be low-density in nature, promoting the continued use of private automobiles as the primary mode of transportation. This would lead to an increase in greenhouse gas emissions per capita. In addition to promoting mixed-use development, the proposed Plan includes policies and programs to minimize greenhouse gas emissions associated with population growth and development. Therefore, the Business as Usual Alternative is a **substantial deterioration** in comparison to the proposed Plan.

#### 6.3.2.8. HAZARDS & HAZARDOUS MATERIALS

Under the Business as Usual Alternative, the policies and programs of the existing general plan would continue to be implemented and guide growth in the City and these would also the standards for hazards and hazardous materials. Under this alternative, there would be less development and therefore potentially less hazardous material transportation and also less infrastructure at risk for hazards. Updated policies and plans outlined in the 2040 General Plan to manage hazards and handle hazardous waste would not be implemented, while the risks posed from hazards would likely be not as significant. Therefore, the Business as Usual Scenario is a **slight deterioration** in comparison to the proposed Plan.

#### 6.3.2.9. HYDROLOGY AND WATER QUALITY

Under the Business as Usual Alternative, the policies and programs of the existing General Plan would continue to be implemented. Land use trends under this alternative would continue to favor low-density, single-family residential development. Such development has the potential to increase the amount of impervious surfaces, increasing runoff. This alternative would not adopt policies a programs aimed at reducing the overall water usage of the City. It would also not implement programs that would quantify decreases in water quality due to runoff generated by development. Finally, this alternative would not adopt policies that would

require drainage improvements in order to mitigate on and off-site drainage impacts of new developments. Therefore, the Business as Usual Scenario is a **substantial deterioration** in comparison to the proposed Plan.

#### 6.3.2.10. LAND USE

The Business as Usual Alternative would continue the low-density, single-family nature of land use in Weed. By 2040, the city would implement 191 new housing units in order to accommodate 164 new residents. As a mandatory requirement of the State Housing Law, the Regional Housing Needs Allocation (RHNA) is a critical part of a jurisdiction's periodic update of the Housing Element (Government Code Section 665580 et Seq.), thus Weed would be implementing new housing elements in accordance with State Law.

The proposed Plan would introduce moderate levels of moderate-density, mixed-use land uses. However, the overall low-density, single-family land use characteristic of the City would be retained. Commercial land uses would also persist in South Weed only. Therefore, the Business as Usual Alternative is a **substantial deterioration** in comparison with the proposed Plan.

#### 6.3.2.11. MINERAL RESOURCES

Under this Alternative, the policies and programs of the previously adopted Weed General Plan would continue to be implemented. The proposed Plan would be an improvement over the Business as Usual Scenario. The current Plan does not mention Mineral Resources in its Open Space and Conservation Element and does not set forth policies or programs that would help protect the availability of mineral resources for future use. However, there are few available mineral resources within the City of Weed, minimizing the effect of lack of policy. Therefore, the Business as Usual Alternative would be a **similar** in comparison to the proposed Plan with regard to mineral resources.

#### 6.3.2.12. NOISE

Under the Business as Usual approach, the City of Weed will continue historical growth patterns, and Policies and Programs from the existing General Plan will guide how the City address impacts of noise. Development under the Business as Usual approach does not add any major sources of noise. However, the Policies and Programs in the proposed Plan intended to protect the City from noise, such as protections on the time, location, and level of noise, will not be implemented with the Business as Usual Approach. Therefore, the Business as Usual alternative would be a **slight deterioration** in comparison to the proposed Plan with regard to Noise.

### 6.3.2.13. POPULATION AND HOUSING

Under the Business as Usual approach, Weed would grow along five-key growth areas: Angel Valley, School House Hill, Central Weed, South Weed, and Vista heights. The number of housing units would need to be increased by a minimum of 191 units, reducing any potential impacts. Displacement of existing populations would be kept to a minimum. The proposed growth would be characterized by low-density development with some medium-density development near the downtown and Downtown Weed. The Programs and Policies in the proposed Plan that would mitigate impacts to housing, such as support for low-income renters, would not be available. This approach of this alternative is a **slight deterioration** in comparison to that of the proposed Plan.

### 6.3.2.14. PUBLIC SERVICES AND FACILITIES

Under a Business as Usual or “no project” scenario, the City of Weed would be guided by policies and programs outlined in the 1982 General Plan and guided by current growth trends. As many of the public services, such as Fire and Emergency Services, Police Services, and Schools, in the City of Weed are functioning and have sufficient capacity to serve community members, this alternative would not likely have a significant difference from the proposed Plan. As the proposed Plan outlines objectives and policies to increase park access and improve public facilities, this alternative would not be as beneficial for improvement of Public Services and Facilities. Therefore, the Business as Usual approach is a **slight deterioration** in comparison with the proposed Plan.

### 6.3.2.15. RECREATION

Within the existing General Plan, most of the vacant land is designated as residential, commercial, and industrial uses. There are few policies and programs that promote open space uses. The proposed Plan designates a large amount of the vacant land as open space, to be used for passive and active recreation. Therefore, the Business as Usual Alternative is a **substantial deterioration** in comparison to the proposed Plan.

### 6.3.2.16. TRANSPORTATION AND TRAFFIC

Under the Business as Usual alternative, policies and programs outlined in the existing General Plan would be used. Programs and Policies proposed in the 2040 General Plan, such as complete streets improvement, traffic calming, sidewalk repair, standards for pedestrian safety, and Bicycle Master Plan Adoption would be absent. These types of policies and programs would allow for mitigation of potential impacts of increased traffic and other

transportation issues. Therefore, the Business as Usual alternative is a **substantial deterioration** over the proposed plan.

#### 6.3.2.17. UTILITY SERVICE SYSTEMS

Under the Business as Usual alternative, the City of Weed's Utility Service systems would be guided by programs and policies outlined in the 1982 General Plan. As stated in Chapter 4, the LAFCO Municipal Services review have outlined significant changes and improvements to the City's water supply and delivery system and policies and programs in the proposed Plan will help the City reach these utility system improvements. Under this alternative, the City's population growth is expected to be slightly lesser than the preferred scenario. Under this alternative, the City's Utility Service Systems would not benefit from programs and policies of the proposed Plan and continue to serve current population and housing trends. Therefore, the Business as Usual approach is a **substantial deterioration** in comparison with the proposed Plan.

### 6.4. MODERATE GROWTH ALTERNATIVE

#### 6.4.1. Principal Characteristics

The Moderate Growth Alternative to the proposed Plan is characterized by moderate population and economic growth while keeping low-density the main characteristic of the city. However, this alternative would introduce moderate amounts of high density development in core economic centers of Weed. This alternative aims to increase access to goods and services by non-motorists by focusing economic growth close to existing and proposed housing developments. Future development would only occupy approximately 5 percent of Weed's vacant land.

#### 6.4.2. Impact Discussion

The Moderate Growth Alternative would have the following impacts relative to the proposed Plan:

##### 6.4.2.1. AESTHETICS

The Moderate Growth Alternative would result in similar types of development with a lower buildout population to that anticipated under the proposed Plan. The Moderate Growth Alternative would implement the same new policies found in the proposed Plan that protect scenic vistas, highways, and visual character in the City. The most prominent difference to

aesthetics would be less overall density within the City than the proposed Plan. Therefore, the Moderate Growth Alternative is **similar** in comparison to the proposed Plan.

#### 6.4.2.2. AGRICULTURAL RESOURCES

The Moderate Growth Alternative would prevent the development of a majority of vacant land. As such, much of the existing forest land and timber resources will remain undeveloped or used for recreation. However, the prevention of development on vacant land does not guarantee it is protected from harm. Therefore, the Moderate Growth Alternative is a **slight improvement** in comparison to the proposed Plan.

#### 6.4.2.3. AIR QUALITY

The Moderate Growth alternative would result in only five percent of the vacant land in the City to be developed. Additionally, this alternative places an emphasis on infill of core areas of the city, a similar land use pattern to the proposed Plan. The decreased development of this alternative would decrease the amount of harmful substances deposited in the air. Therefore, the Moderate Growth Alternative is a **slight improvement** in comparison to the proposed Plan.

#### 6.4.2.4. BIOLOGICAL RESOURCES

The Moderate Growth Alternative proposes substantially less housing and total development in the City of Weed. Under this alternative, only five percent of the City's vacant land would be developed; a substantial decrease from the proposed Plan. This would result in less overall encroachment of critical habitat that may support special-status species. Therefore, the Moderate Growth Alternative would be a **substantial improvement** in comparison to the proposed Plan.

#### 6.4.2.5. CULTURAL RESOURCES

If the Moderate Growth Alternative is chosen, Cultural Resources will be similarly affected when compared to the proposed Plan. In the Moderate Growth Alternative, policies, programs, and objectives of the Proposed Plan, as well as Federal, State, and local regulations will apply. However, that does not change the resulting potentially significant and unavoidable impacts with respect to Cultural Resources due to the build-out of new development. Therefore, the Moderate Growth Scenario is **similar** in comparison to the proposed Plan with regards to Cultural Resources.

#### 6.4.2.6. GEOLOGY AND SOILS

Under the Moderate Growth Alternative, would implement less development than the proposed Plan. This would put a fewer amount of new structures at risk of damage from geological forces such as earthquakes and landslides. However, due to the nature of Weed's topography, there is relatively low risk for damages from soil and seismic related incidences. Therefore, the Moderate Growth Alternative would be a **similar** in comparison to the proposed Plan with regards to geology and Soils.

#### 6.4.2.7. GREENHOUSE GAS EMISSIONS

The Moderate Growth alternative would result in only five percent of the vacant land in the City being developed. Additionally, this alternative places an emphasis on infill of core areas of the city, a similar land use pattern to the proposed Plan. The lower development of this alternative would decrease greenhouse gas emissions. Therefore, the Moderate Growth Alternative is a **slight improvement** in comparison to the proposed Plan.

#### 6.4.2.8. HAZARDS AND HAZARDOUS MATERIALS

Under the Moderate Growth Alternative, lower levels of population and job growth are forecasted than in the proposed Plan. This would mean less development for housing and infrastructure than in the aggressive growth alternatives, so there would be less risk from naturally occurring hazards, such as earthquakes. New development could possibly increase flood risk due, but due to the minimal growth of five percent outlined under this alternative, it is unlikely that drainage patterns would change. Therefore, the Moderate Growth Alternative is a **similar** in comparison with the proposed Plan.

#### 6.4.2.9. HYDROLOGY AND WATER QUALITY

The Moderate Growth Alternative assumes low levels of population and job growth. Little additional development would be required under this scenario, with an emphasis on infill in core areas of the City, which would have little impact on current drainage patterns in those areas. Additional development would only consume five percent of the remaining vacant land within city limits, minimizing the change in hydrology patterns. Therefore, the Moderate Growth Alternative would be a **slight improvement** in comparison to the proposed Plan.

#### 6.4.2.10. LAND USE

The Moderate Growth Alternative would focus on moderate amounts of development in the city. This alternative focuses on infill development in core areas of the City and development would only consume five percent of the Weed's remaining vacant land. Infill development in

core areas of Weed would be high density. Therefore, the Moderate Growth Alternative is **similar** in comparison to the proposed Plan.

#### 6.4.2.11. MINERAL RESOURCES

Under the Moderate Growth Alternative, the city of Weed would implement less development than the proposed Plan. This would reduce the loss of land that could potentially yield mineral resources. However, due to the lack of known mineral resources within the city, the reduced development would not have a significant effect in comparison to the proposed plan. Therefore, the Moderate Growth Alternative is **similar** in comparison to the proposed Plan with regards to mineral resources.

#### 6.4.2.12. NOISE

The Moderate Growth Alternative assumes the City of Weed will develop at moderate rate, but at lower density, than when compared to the proposed Plan. Under this alternative, Weed will grow by adding mostly low-density development on the periphery, but higher densities in the core. This type of growth would impact noise similar or marginally less to that of the Proposed Plan. Therefore, the Moderate Growth Alternative is **similar** to that of the Proposed Plan in regards to Noise.

#### 6.4.2.13. POPULATION AND HOUSING

Under the Moderate Growth Alternative, the City will be required to house an additional 514 residents and 350 housing units by 2040, slightly less than what is proposed in the Plan. This growth would be distributed in densities and locations. The majority of the growth would be single-family detached. Medium and high-density housing would be added near the center of Weed. This alternative prioritizes vacant and underutilized parcels in the City, and will meet RHNA requirements with housing unit increases. Displacement of existing populations would be kept to a minimum. Given that this alternative prioritizes development of housing in Weed's non-vacant land at a moderate level of growth, this alternative would be **similar** in comparison to that of the Proposed Plan.

#### 6.4.2.14. PUBLIC SERVICES AND FACILITIES

The Moderate Growth Scenario in will be similar to the proposed Plan on its impacts to Public Facilities and improvements while it will produce less demand as population and housing projections are lower. This alternative would see a slight increase in housing development and population that could possibly increase demand on certain Public Facilities and Utilities such as Police Protection Services, Fire and Emergency Services and Schools. This alternative would not see the implementation of certain policies and programs that are outlined in the proposed

Plan to ensure that demand can be met with population and housing projections. Therefore, the Moderate Growth Alternative is a **slight deterioration** in comparison to the proposed Plan.

#### 6.4.2.15. RECREATION

Under the Moderate Growth Scenario, most of the vacant land outside of the City's core will not be developed or designated as open space. Vacant or underutilized parcels within the City's core will mostly be used for residential, commercial, or industrial development. The proposed Plan designates much of the vacant land as open space and proposes a variety of recreational uses, such that the ratio of parks acreage per 1,000 people exceeds national standards. Therefore, the Moderate Growth Scenario is a **slight deterioration** in comparison to the Business as Usual scenario.

#### 6.4.2.16. TRANSPORTATION AND TRAFFIC

Under the Moderate Growth Scenario, which forecasts a moderate increase to the City's population, Transportation and Traffic would result in potentially significant impacts. Additional vehicles and trips added with the growth would impact traffic. However, considering that this alternative will focus a significant amount of development in the center of Weed, these impacts would be less than when compared to the Preferred Growth Scenario. The increased density in the center of Weed under the Moderate Growth Alternative, and the increased accessibility to the City of non-motorists would reduce potential impacts to Transportation and Traffic. The policies and programs that improve bicycle and pedestrian accessibility in the City would also be available. Therefore, the Moderate Growth Alternative is **similar** in comparison with the proposed Plan.

#### 6.4.2.17. UTILITY SERVICE SYSTEMS

The Moderate Growth Scenario would see an increase of up to 3,481 people and 1,583 housing units. This would likely increase pressure on water supply, water delivery, wastewater treatment and additional Utility Service Systems. As the proposed Plan contains policies and programs to ensure that these systems will be able to meet demand for future growth. In this alternative, development would only utilize 5% of vacant land in Weed, which is less than in the preferred scenario, so there would be less of an impact. Some of the policies in the proposed Plan, such as wastewater treatment, are required by state law and would have to apply to future development. The Moderate Growth Alternative would be a **slight deterioration** in comparison to the proposed Plan.

### 6.5. PROGRESSIVE GROWTH SCENARIO

### 6.5.1. Principal Characteristics

The Progressive Growth Alternative to the proposed Plan is characterized by rapid population and economic growth. The majority of development would focus on moderate-density infill in order to retain the single-family character of the city while providing the necessary space for an increasing population and number of jobs. The city would focus its economic growth in its primary sectors in order to reinvigorate the local economy. Under this alternative, the city would focus on increasing access to goods and services and increasing local connectivity. Buildout of this alternative would consume 60 percent of Weed's vacant land.

### 6.5.2. Impact Discussion

The Progressive Growth Alternative would have the following impacts relative to the proposed Plan:

#### 6.5.2.1. AESTHETICS

The Progressive Growth Alternative would result in similar types of development that is anticipated under the proposed Plan. The Progressive Growth Alternative would implement the identical new policies and programs found in the proposed Plan that protect various visual resources character and resources in the City. In addition, there are existing protections of aesthetics found in the Municipal Code which will not be changed by the Progressive Growth Alternative. Therefore, the Progressive Growth Alternative is **similar** in comparison to the proposed Plan.

#### 6.5.2.2. AGRICULTURAL RESOURCES

Since the Progressive Growth Alternative would result in very similar types of development as the proposed Plan, impacts to forest land and timber resources will be largely the same. Both scenarios will implement policies and programs that support the preservation of open space. Therefore, the Progressive Growth Alternative is **similar** in comparison to the proposed Plan.

#### 6.5.2.3. AIR QUALITY

Under the Progressive Growth Alternative, the City would undertake similar types of land use patterns as the proposed Plan. This alternative focuses on mixed-use infill development in core areas of the City. This places an emphasis on greater transportation mode split, resulting in lower emissions from private automobiles. Therefore, the Progressive Growth Alternative is **similar** in comparison to the proposed Plan.

#### 6.5.2.4. BIOLOGICAL RESOURCES

Under the Progressive Growth Alternative, the City would experience similar amounts of development as the proposed Plan. Under this alternative, Weed would experience rapid growth in population and number of jobs. In order to accommodate additional jobs and residents, the focus on moderate density infill development. These land use patterns mirror those of the proposed Plan. Therefore, the Progressive Growth Alternative is **similar** to the proposed Plan.

#### 6.5.2.5. CULTURAL RESOURCES

With regards to Cultural Resources, the Progressive Growth Alternative would result in an even greater amount of risk which could be potentially significant due to increased plans for development on Weed's vacant land. Under the Progressive Growth Alternative, the policies and programs protecting Cultural Resources under the Preferred Plan would be implemented. However, despite these programs and policies, and existing state and federal regulations protecting Cultural Resources, an increased area of development would increase the risk of damaging yet-undiscovered archeological and paleontological resources. Therefore, the Progressive Growth Alternative is a **slight deterioration** in comparison to the proposed Plan.

#### 6.5.2.6. GEOLOGY AND SOILS

The Progressive Growth Alternative would implement the same amount of development as the proposed Plan. This places the same amount of new development at risk of damage by geologic forces such as earthquakes and landslides. Therefore, the Progressive Growth Alternative is **similar** compared to the proposed Plan with regard to geology and soils.

#### 6.5.2.7. GREENHOUSE GAS EMISSIONS

Under the Progressive Growth Alternative, the City would undertake similar types of land use patterns as the proposed Plan. This alternative focuses on mixed-use infill development in core areas of the City. This places an emphasis on greater transportation mode split, resulting in lower emissions from private automobiles. Therefore, the Progressive Growth Alternative is **similar** in comparison to the proposed Plan.

#### 6.5.2.8. HAZARDS AND HAZARDOUS MATERIALS

The Progressive Growth Alternative prioritizes high-density, mixed use development and is similar to the proposed Plan. Increased growth and development would likely not increase flood risk as there is a focus infill development and high density housing. The expansion of low-density character in this alternative could potentially increase hazard risk and increase

response time for Emergency Services to respond to hazard events. As there is not proposed industrial development in this alternative, there would not be significant risk related to hazardous materials. Therefore, the Progressive Growth Alternative is **similar** to the proposed Plan.

#### 6.5.2.9. HYDROLOGY AND WATER QUALITY

The Progressive Growth Alternative proposes similar land use patterns as the proposed Plan. Under this scenario, development would consume approximately sixty percent of vacant land within the City. However, infill development would be a priority, decreasing the effects of development on drainage patterns and water quality. Moderate levels of single-family residential development would extend existing neighborhoods on the perimeter of the City, potentially increasing the amount of runoff in these areas. Therefore, the Progressive Growth Alternative is **similar** to the proposed Plan.

#### 6.5.2.10. LAND USE

The Progressive Growth Alternative prioritizes high-density, mixed-use developments over new low-density development. Infill development in core areas of the city would minimize changes in land uses. In this alternative, sixty percent of Weed's vacant land would be consumed by new development. Weed would retain its low-density character by expanding single-family neighborhoods on the perimeter of the city. Therefore, the Progressive Growth Alternative is **similar** in comparison to the proposed Plan.

#### 6.5.2.11. MINERAL RESOURCES

The Progressive Growth Alternative implements the same amount of development as the proposed Plan. This would result in the same amount of land that could no longer be used for mineral extraction in the City of Weed. Therefore, the Progressive Growth Alternative is **similar** to the proposed Plan with regard to mineral resources.

#### 6.5.2.12. NOISE

The Progressive Growth Alternative assumes that the City of Weed will undergo a more rapid growth than when compared to the proposed Plan, adding sources of noise. Under this alternative, Weed will build-out vacant land, develop several city centers with medium and high densities, increase commercial and industrial activity, and change land-use zoning. Together, these combine to add sources of noise at specific higher density locations of different land-uses, and increases in background noise, when compared to the Preferred Growth Alternative. Despite these increases, Policies and Programs from the proposed Plan would be available to mitigate noise impacts. Additionally, projects that would major noise

sources would undergo a CEQA review as required by state law. Therefore, the Progressive Growth Alternative is **similar** to that of the Proposed Plan in regards to Noise.

#### 6.5.2.13. POPULATION AND HOUSING

The Progressive Growth alternative assumes an annual job growth rate of 2%, a population increase of 635, and an additional 689 units of housing added to accommodate this population by 2040. When compared with the Preferred Growth Alternative, this growth would come by build-out of development on Weed's vacant land. More of the proposed development acreage would be low-density than when compared to the proposed Plan. The Progressive Growth Alternative would easily meet the City's RHNA requirements. In addition, there exists the potential that economic growth assumed under this alternative may induce more population increases just as the proposed Plan. Therefore, this alternative is **similar** to that of the Proposed Plan in regards to population and housing.

#### 6.5.2.14. PUBLIC SERVICES AND FACILITIES

Under the Progressive Growth Scenario, population and housing projections are the same as in the proposed Plan. This alternative would likely have an effect on demand required by Public Services and Facilities similar to the proposed Plan. Build-out in this plan would utilize about 60 percent of Weed's vacant land. Therefore, this alternative would be **similar** to the proposed Plan.

#### 6.5.2.15. RECREATION

Under the Progressive Growth Scenario, recreational facilities will be largely the same as in the proposed Plan. As such, the ratio of park acreage per 1,000 people will exceed national standards. Therefore, the Progressive Growth Scenario is **similar** in comparison to the proposed Plan.

#### 6.5.2.16. TRANSPORTATION AND TRAFFIC

Under the Progressive Growth alternative, additional housing units and vehicles would be added to the City of Weed similar to that of that the Preferred Growth Scenario. The additional vehicles and resulting vehicle miles traveled increase would result additional significant impacts to transportation and traffic. Policies and Programs that enable non-motorized vehicle transportation that are available in the Progressive Growth Alternative would be used to mitigate these potentially significant impacts. Therefore, the Progressive Growth Alternative would be **similar** to that of the proposed Plan.

#### 6.5.2.17. UTILITY SERVICE SYSTEMS

Under the Progressive Growth Scenario, population and housing projections will require an increase in service demand for Utility Service System. As housing, job and population projections are similar to the proposed Plan, this demand on Utility Service Systems will be similar. As outlined in the proposed Plan, development on vacant land will reach up to 60 percent. Therefore, this alternative would be **similar** to the proposed Plan.

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## 7. CEQA MANDATED SECTIONS

This chapter provides an overview of the impacts of the proposed Weed 2040 General Plan based on subject areas specifically required by CEQA, including significant irreversible environmental changes, significant unavoidable impacts, growth-inducing impacts, cumulative impacts, and impacts found not to be significant. These findings and a detailed analysis of the effects of the proposed Plan would have on the environment as well as proposed mitigation measures to minimize significant impacts, is provided in Chapter 4, sections 4.1 through 4.17.

### 7.1. IMPACTS FOUND NOT TO BE SIGNIFICANT

CEQA Guidelines Section 15128 allows environmental issues for which there is no likelihood of significant impact to be “scoped out” and not analyzed further in the EIR; however, all environmental issues are addressed within this EIR as they are potentially exacerbated by the buildout of the proposed Plan.

### 7.2. SIGNIFICANT IRREVERSIBLE CHANGES

Section 15126.2(c) of the CEQA Guidelines requires an EIR to discuss the extent to which a proposed project or plan would commit nonrenewable resources to uses that future generations would probably be unable to reverse. These irreversible changes could include land use changes, irreversible damage from environmental accidents, or a large commitment of non-renewable resources. The three CEQA required categories of irreversible changes are discussed below.

#### 7.2.1. Land Use Changes

The proposed Plan Outlines Land Use changes that would potentially commit future generations in Chapter 3. As stated, the majority of new development and land uses are located within six key growth areas largely made up of vacant land and infill development land. At buildout, the Plan would consume approximately 81 percent of vacant land available in the City of Weed, which leaves seven percent of the land in the City vacant. The Plan would lead to a drastic decrease of vacant land within the City and land changes for other uses (such as residential, commercial, health services, and education) would increase. While the various land uses proposed in the Plan are a mixture of residential and various land uses, the Plan

seeks to maintain low-density, single family homes and land use change aims to serve the needs of residents.

### **7.2.2. Irreversible Damage from Environmental Accidents**

The proposed Plan could potentially have irreversible change to the physical environment. This could occur due to accidental release of hazardous materials associated with development activities. The proposed Plan contains goals, policies and actions outlined in Chapter 4.8: Hazards and Hazardous Materials, which would reduce the potential impact to a less than significant level. No additional irreversible environmental damage is expected from the proposed Plan and the Plan contains sufficient goals, policies and actions to reduce environmental impacts for each section of the proposed Plan.

### **7.2.3. Large Commitment of Non-Renewable Resources**

CEQA Guidelines require the EIR to consider whether “uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely” (CEQA Guidelines Section 15126.2(c)). “Nonrenewable resource” refers to the physical features of the natural environment, such as land, waterways, etc. Irreversible commitments of non-renewable resources associated with the proposed Weed 2040 General Plan include:

- Air Quality
- Water Consumption
- Energy Sources
- Farmland Consumption
- Construction-Related Impacts

#### **Air Quality**

Build-out of the proposed Plan would potentially contribute to long-term degradation of air quality and atmospheric conditions regionally due to increases from automobile related sources. Growth from development of the proposed Plan is likely to increase the demand for both trips taken and vehicle miles traveled. However, improvements in vehicle technology, commercial and industrial machinery, and the Plan's focus in making non-automobile transportation a priority, may lower the rate of air quality degradation over time.

#### **Water Consumption**

The groundwater supply of the City of Weed is limited by the supply of three major wells, Beaughan Springs, Mazzei Well, and Gazelle Well. Development from the build-out of the

proposed Plan will increase demand for groundwater usage in the City. This demand and the resulting consumption of Weed's groundwater supply represent an irreversible change to the groundwater supply.

## **Energy Sources**

Increased operation of residential and commercial buildings, in addition to energy from transportation, will be a significant source of energy usage. Both residential and nonresidential developments from the build-out of the proposed Plan will use nonrenewable resources such as natural gas and petroleum products for power, lighting, heating, cooling, ventilation, and other indoor and outdoor services. In transportation, an increase in trips and vehicle miles traveled will use both oil and gas.

## **Farmland Consumption**

Any conversion of farmland to urban uses would represent a permanent change in the land use and a loss of the resource. There are no occurrences of farmland of importance in the Weed planning area. There are no agricultural, forestland, or timberland uses that conflict with the proposed plan. Development of vacant parcels due to the build-out of the proposed plan may convert forestland to an open-space or park zoning designation, but these parcels had been previously zoned for commercial, residential or industrial development in the existing General Plan. There are no irreversible changes to the farmland in the Weed planning area.

## **Construction-related Impacts**

Through buildout of the proposed Plan, development in the City of Weed can cause significant environmental changes over the course of construction. Construction-related impacts involve the depletion of resources such as lumber, and gravel. Programs and Policies from the proposed Plan that would reduce construction-related impacts include replacement of any trees removed during construction.

## **7.3. GROWTH INDUCING IMPACTS OF THE PROPOSED PLAN**

An EIR requires examination of growth-inducing impacts of the proposed General Plan. Section 15126.2(d) of the CEQA Guidelines requires a discussion of the ways in which a proposed project could foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. It also requires that this discussion include any removal of barriers to population growth, such as expansion of city sewer infrastructure or transportation systems.

## **Projected Growth**

Population is expected to increase by 635 people to a total of 3,602 people by 2040 based on an annual growth rate of approximately 0.71%. This is an overall increase of 21.4% from the 2010 population of 2,967. Key neighborhood growth areas include Angel Valley and Creekside Village. Economic growth areas include Historic Downtown, Weed Boulevard Corridor, Bel Air, and South Weed.

## **Boundaries and Limits**

The proposed Plan calls for the expansion of parks for recreation and preservation of open space for natural resource management, totaling 325.3 new acres of open space. Additionally, new housing units and service oriented development have been proposed in the Angel Valley, Creekside Village, and North/South Weed Boulevard Corridor. There are steep slopes in these areas that limit the amount of possible growth. Construction on these slopes can increase the risk of landslides, rendering the hills unsuitable for development. Infill in the Historic Downtown area would limit the amount of additional public service infrastructure needed to support economic growth.

## **Water Supply**

In regards to the Plan's Preferred Growth Scenario, water supply may be a limiting factor for growth in the City of Weed. Weed has three major wells (Beaughan Springs, Mazzei Well, and Gazelle Well). The Plan's preferred Growth Scenario may have an effect on these water supplies. Weed is near the use of the full capacity of its water supply with approximately 2.46 million gallons of water available per day. In February 2016, the City and Roseburg Forest Products entered a ten-year agreement (and up to 15-years at the City's option) for the continued use of Beaughan springs, which provides up to 969,840 gallons per day. Assuming the same consumption rate is used in 2040, the City of Weed could need at minimum 1.95 million gallons per day, under the current capacity of 2.46 million gallons. Population growth projected in the Preferred Growth Scenario could require additional water capacity as well as expansion of water infrastructure to serve new development. The Preferred Plan prioritizes the adoption of an Urban Water Management Plan to ensure proper water management during the City's growth period. The City will need to continue to explore other sources of water.

## **Wastewater**

The increase in population and development under the Preferred Growth Scenario would require an expansion of Weed's two wastewater treatment facilities. The Preferred Growth Scenario anticipates growth and development in both north and South Weed, which would

require an expansion of the Weed Wastewater System that serves the northern half of the City and the Shastina Wastewater System that serves the southern half.

## **Storm water**

Increased development proposed in the Preferred Growth Scenario needs to address infrastructure requirements to adequately capture and divert storm water to reduce the risk of urban flooding. Proposed roadway expansion and particularly service commercial expansion in South Weed will likely necessitate an increase in parking and impervious surfaces that may impact the current flow of storm water. The City's storm water infrastructure may need to be evaluated as more severe weather events continue to impact the region. Additionally, the City's current drainage and conveyance systems will need to be expanded to serve the increased population and proposed new development.

## 7.4. CUMULATIVE IMPACTS OF THE PROPOSED PLAN

### **Aesthetics**

The preservation of the Weed's small-town visual character, Mountain-western Theme, and scenic vistas of Mt. Shasta are all key areas of consideration of the Plan. Build-out of the proposed Plan may impact scenic vistas in Weed's development corridors. Compliance with the Plan's proposed Policies and Programs that are intended to protect aesthetics, (e.g. height-limits and establishment of official scenic view-sheds) will reduce the significance and occurrence of such impacts. With respect to Aesthetics, the proposed Plan's impact is less than cumulatively considerable.

### **Agricultural Resources**

Impacts to agricultural resources are less than cumulatively considerable, as there will be no conversions of or impacts to agricultural land resulting from the proposed Plan that would be significant in combination with projects or programs in the surrounding area.

### **Air Quality**

Population and jobs growth goals established in the proposed Plan will increase the amount of energy consumption and transportation within the City, subsequently increasing emissions of air pollutants. Development and circulation policies within the plan prioritize higher density land uses in order to reduce emissions from motor vehicles. There are no other large emission sources in the area that would combine with the City's emissions to create a significant impact.

Therefore, the cumulative contribution of the proposed Plan is less than cumulatively considerable.

## **Biological Resources**

Impacts to biological resources are less than cumulatively considerable, as there will be no impacts resulting from the proposed Plan that would be significant in combination with projects or programs in the surrounding area.

## **Cultural Resources**

The proposed Plan is not expected to have any significant impacts to historical, archaeological, or paleontological resources, nor is it expected to have any impact on human remains. However, if any cultural resources were to be found on a project site during development in the proposed Plan, impacts may be both significant and unavoidable.

## **Geology and Soils**

Population growth and new development set forth by the proposed Plan would increase the number of buildings and residents exposed to seismic hazards and hazards associated with soils. However, compliance with the California Building Code for new developments, as required by the proposed Plan, would decrease the risk associated with these hazards. Therefore, the cumulative contribution of the proposed Plan is less than cumulatively considerable.

## **Greenhouse Gas Emissions**

Population and jobs growth goals established in the proposed Plan will increase the amount of energy consumption and transportation within the City, subsequently increasing greenhouse gas emissions. Development and circulation policies within the plan prioritize higher density land uses in order to reduce the impact of greenhouse gas emissions. Additionally, there are no other large producers of greenhouse gasses in the area that would combine with the City's emissions to create a significant impact. Therefore, the cumulative contribution of the proposed Plan is less than cumulatively considerable.

## **Hazards and Hazardous Materials**

Impacts associated with hazards and hazardous materials are less than cumulatively considerable, as there will be no impacts resulting from the proposed Plan that would be significant in combination with projects or programs in the surrounding area.

## **Hydrology and Water Quality**

Impacts associated with hydrology and water quality are less than cumulatively considerable, as there will be no impacts resulting from the proposed Plan that would be significant in combination with projects or programs in the surrounding area.

## **Land Use**

Impacts associated with land use are less than cumulatively considerable, as there will be no impacts resulting from the proposed Plan that would be significant in combination with projects or programs in the surrounding area. There are no other substantial land use changes occurring in the Planning Area.

## **Mineral Resources**

Proposed development under the proposed Plan would decrease the amount of land for mineral extraction. Should mineral resources be discovered within the City of Weed, it would be difficult to convert urban land uses back into land suitable for mineral resource extraction that would be important to the region. However, there are no known mineral resources in Weed and no extraction operations within the City. Policies in the proposed Plan which aim to protect natural resources ensure access to mineral resources should they be discovered. Therefore, the cumulative contribution of the proposed Plan is less than cumulatively considerable.

## **Noise**

Future population growth and economic development in the City of Weed would increase the amount of people, and traffic moving in and out of the city, leading to increases in ambient noise. Policies within the proposed Plan prioritize land uses that would attract people to both live and work in the City of Weed, thus decreasing noise levels from automobiles in the surrounding area. Therefore, the cumulative contribution of the proposed Plan is less than cumulatively considerable.

## **Population and Housing**

The proposed Plan will not induce substantial 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). Population growth is accommodated with greenfield or infill development that is dense, compact, and mixes land uses. The proposed Plan will also not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. The proposed Plan satisfies the required number of housing

units, including affordable housing units, by providing a potential number of housing units that can be accommodated at full buildout that is greater than the required number of housing units. Finally, the proposed Plan will not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. All policies and programs under Goal 5 of the Housing Element of the proposed Plan are intended to prevent the displacement of households due to the construction of new development by maintaining and improving the existing housing inventory. The cumulative impact from the proposed Plan on population and housing is less than significant.

## **Public Services**

The proposed Plan outlines increased population, job and housing growth. This would necessitate increased public services including Fire and Emergency Services, Police Services, Schools, Parks and Library Services. The proposed Plan contains policies and actions that would ensure that Public Services maintain an acceptable service ratio and response time. Additionally, any cumulative impacts related to the expansion of public services, such as Parks, would be mitigated to a level that is not significant.

## **Recreation**

Impacts to or from recreational facilities are less than cumulatively considerable, as there will be no impacts resulting from the proposed Plan that would be significant in combination projects or programs in the surrounding area. The proposed Plan will increase recreational opportunities and open space preservation within the Planning Area.

## **Transportation**

The proposed Plan will serve as the constitution of the City of Weed. Any projects that are proposed within Weed's City limits will be subject to review and conformity with the proposed Plan's goals, objectives, policies, and programs. The proposed Plan itself emphasizes reducing the cumulative impacts to the circulation network by compacting development and promoting the use of alternative modes of transportation (e.g., walking, bicycling, and transit) as opposed to relying solely on automobile transportation. As such, any cumulative impacts of projects implemented under the proposed Plan will be mitigated to a level that is not significant.

## **Utilities**

New development and housing to accommodate population growth outlined in the Plan and housing projections will require an expansion of Utility Service Systems such as Water Service, Sewer Service, Stormwater Drainage and Solid Waste. The proposed Plan will increase demand for all of these utilities but contains policies and actions to ensure service levels are met for new housing and development. Additionally, compliance with State regulations

mandated by the Regional Water Quality Control Board regarding Stormwater Drainage and Sewer Service (Wastewater Treatment), in addition to mitigation measures outlined in this document will ensure that cumulative impacts are not significant. Adoption of an Urban Water Management Plan and an update to the City's Water Master Plan will ensure that cumulative impacts regarding water service are not significant and that future demand is met.

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## 8. ORGANIZATIONS & PERSONS CONTACTED

### 8.1. LEAD AGENCY

#### **City of Weed**

Ron Stock  
 City Manager  
 City of Weed  
 P.O. Box 470  
 Weed, CA 96094

### 8.2. AGENCIES & PERSONS CONSULTED

- California Air Resources Board
- California Department of Conservation
- California Department of Fish & Wildlife - (Central Region)
- California Department of Forestry and Fire Protection
- California Department of Parks and Recreation
- CA Dept. of Water Resources: Division of Statewide Integrated Water Management
- Siskiyou County Planning Council
- Siskiyou County Area LAFCO
- Siskiyou County Environmental Health Department
- Siskiyou County Air Quality Management District (LCAQMD)
- Siskiyou County Sanitation District Special Districts Administration.
- Siskiyou county Fish & Game
- Office of Planning and Research State Clearinghouse
- Siskiyou County Historical Society
- Siskiyou County Health & Human Services Agency
- California Department of Transportation District 2
- College of the Siskiyous
- Siskiyou County Depart. of Agriculture and Dept. of Weights & Measures
- Siskiyou County Local Area Formation Commission
- Siskiyou County Transit
- Native American Heritage Commission
- U.S. Army Corps of Engineers
- U.S. Fish & Wildlife Service

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# APPENDIX

## A. GREENHOUSE GAS EMISSIONS QUANTIFICATION

### Introduction

The 2014 Greenhouse Gas Inventory was developed using guidance from ICLEI's U.S. Community protocol and the Local Government Operations Protocol (LGOP). This greenhouse gas baseline inventory was then used to develop forecast emissions projections through the year 2040 using guidance from ICLEI's U.S. Community Protocol. These emissions projections were based on based on the preferred growth scenario included in the 2040 General Plan.

### Greenhouse Gas Emissions Activity Data

Greenhouse gas emissions are created through a variety of activities conducted by residents of the City of Weed and the City of Weed local government departments. Data on these activities was collected from a variety of sources including: (a) staff at the City of Weed; and (b) statewide databases which include data on emissions related activities. The following tables provide a list of the activity data, forecast assumptions and emissions factors included in the greenhouse gas inventory.

*Table 9.1.2.1 – City of Weed 2014 Community-Wide Activity Data*

| Emissions Sector (2014) | Activity   | Unit           | Source   |
|-------------------------|------------|----------------|--|
| <b>Buildings</b>        |            |                |  |
| Electricity             | 55,095,613 | kWh            | City of Weed General Plan Update Background Report (2015)                                  |
| Commercial              | 13,103,830 | kWh            |  |
| Industrial              | 30,405,152 | kWh            |  |
| Public Street/Highway   | 120,326    | kWh            |  |
| Residential             | 11,466,305 | kWh            |  |
| <b>Heating</b>          |            |                |  |
| Commercial              | Unknown    | Propane (Gal.) | Average Annual Residential Use per Household (U.S. Energy Information Administration 2017) |
| Residential             | 854,228    | Propane (Gal.) |  |

| Short-Term Energy Outlook Report)   |            |                    |  |
|-------------------------------------|------------|--------------------|--|
| <b>Transportation</b>               |            |                    |  |
| Annual Vehicle Miles Traveled       | 41,949,334 | VMT                | Caltrans Highway Performance Monitoring System Report (2014) |
| <b>Solid Waste</b>                  |            |                    |  |
| Annual Solid Waste to Landfill      | 2,682      | Tons               | City of Weed General Plan Update Background Report (2015)    |
| <b>Water Use</b>                    |            |                    |  |
| Million Gallons Used                | 17,786     | Million Gallons    | City of Weed General Plan Update Background Report (2015)    |
| <b>Waste Water</b>                  |            |                    |  |
| Wastewater Plant service population | 2,961      | Service Population | City of Weed General Plan Update Background Report (2015)    |

*Table 9.1.2.2 - City of Weed 2014 Government Operations Activity Data*

| Emissions Sector (2014) | Activity  | Unit              | Source                                  |
|-------------------------|-----------|-------------------|---|
| <b>Buildings</b>        |           |                   |   |
| Electricity             | 4,289,402 | kWh               | City of Weed staff (Deborah Salvestrin) |
| <b>Transportation</b>   | Unknown   | Gallons Fuel Used | City of Weed staff                      |

*Table 9.1.2.3 - City of Weed 2014 Greenhouse Gas Emissions Forecast Data*

| Data  | 2014  | 2040  | Source  |
|---|-------|-------|---|
| Residential Population                      | 2,961 | 3,602 | City of Weed General Plan Update Background Report (2015) |
| Employee Population                         | 1,444 | 2,239 | City of Weed General Plan Update Background Report (2015) |
| Service Population (Residential + Employee) | 4,405 | 5,841 | City of Weed General Plan Update Background Report (2015) |

*Table 9.1.2.4 - City of Weed 2014 Greenhouse Gas Emissions Factors*

| Emissions Source  | 2014  | 2040  | Source                                       |
|---|-------|-------|--|
| Vehicle Emissions "LDA"<br>(g CO <sub>2</sub> e/Mile)                           | 305.9 | 230.7 | CARB EMFAC2011 Software                      |
| WECC Northwest (NWPP) Electricity Emissions Factor<br>(MTCO <sub>2</sub> e/MWh) | 922.3 | 922.3 | EPA eGRID2014                                |
| Solid Waste (MTCO <sub>2</sub> e/ton)   | .246  | .246  | CARB Landfill Tool v. 1.3                    |
| Waste Water Use (Annual MTCO <sub>2</sub> e/Capita)                             | .33   | .33   | Local Government Operations Protocol v. 1.1  |
| Propane (kg CO <sub>2</sub> e/gallon)   | 5.76  | 5.76  | U.S. Energy Information Administration (EIA) |

## B. TRANSPORTATION IMPACT ANALYSIS

### Introduction

The proposed Plan concentrates development in eight key growth areas within the City of Weed. As the proposed Plan targets a growth in the number of jobs, and correspondingly an increase in the population and number of housing units in the City of Weed, a traffic impact analysis (TIA) was conducted to assess the effects of the proposed Plan on the City's roadway network. This section documents the methodology and data used to carry out the TIA in accordance with the requirements of the California Environmental Quality Act.

### Key Growth Areas

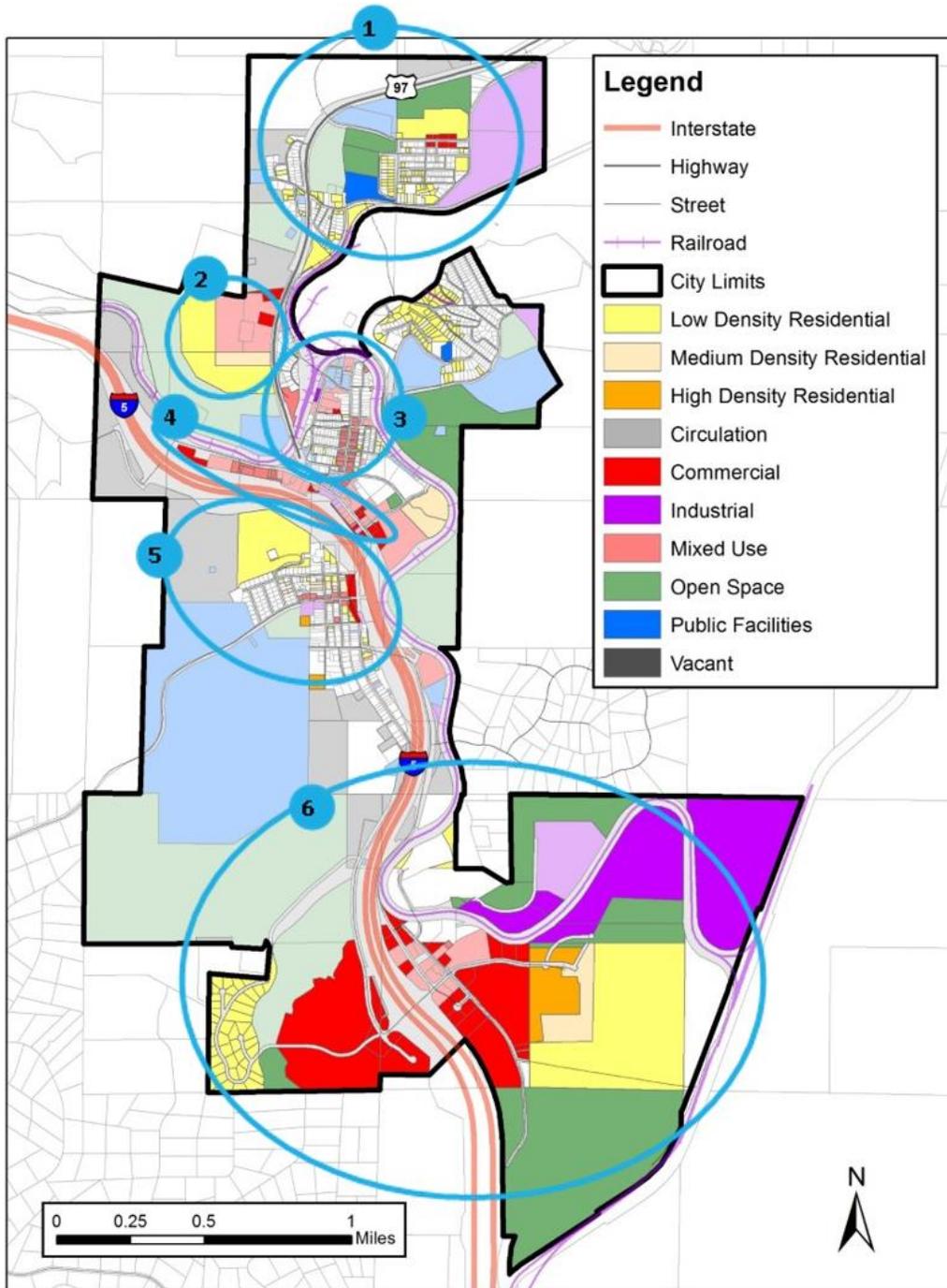
The key growth areas that were included in the proposed Plan are shown in Map 1. While there is a total of eight key growth areas under the proposed Plan, two of them (Lincoln Heights and School House Hill) do not have as great of an emphasis as the other areas. The key growth areas are listed as follows, with emphasized areas in bold:

- Angel Valley
- Lincoln Heights
- School House Hill
- Creekside Village
- Historic Downtown
- North-South Weed Boulevard
- Bel Air
- South Weed

Since the City's growth and development would be concentrated within these key growth areas, the critical intersections of study under the TIA were selected based on their location within these key growth areas. These intersections are presented in Map 2 under the existing circulation network and in Map 3 under the proposed circulation network. The intersections are also listed below:

- Main Street and Davis Avenue
- South Weed Boulevard (US 97) and Main Street
- South Weed Boulevard (US 97) and Boles Street
- South Weed Boulevard (US 97) and College Avenue
- Vista Drive and Shastina Drive
- US 97 and North Weed Boulevard
- Vista Drive and South Weed Boulevard

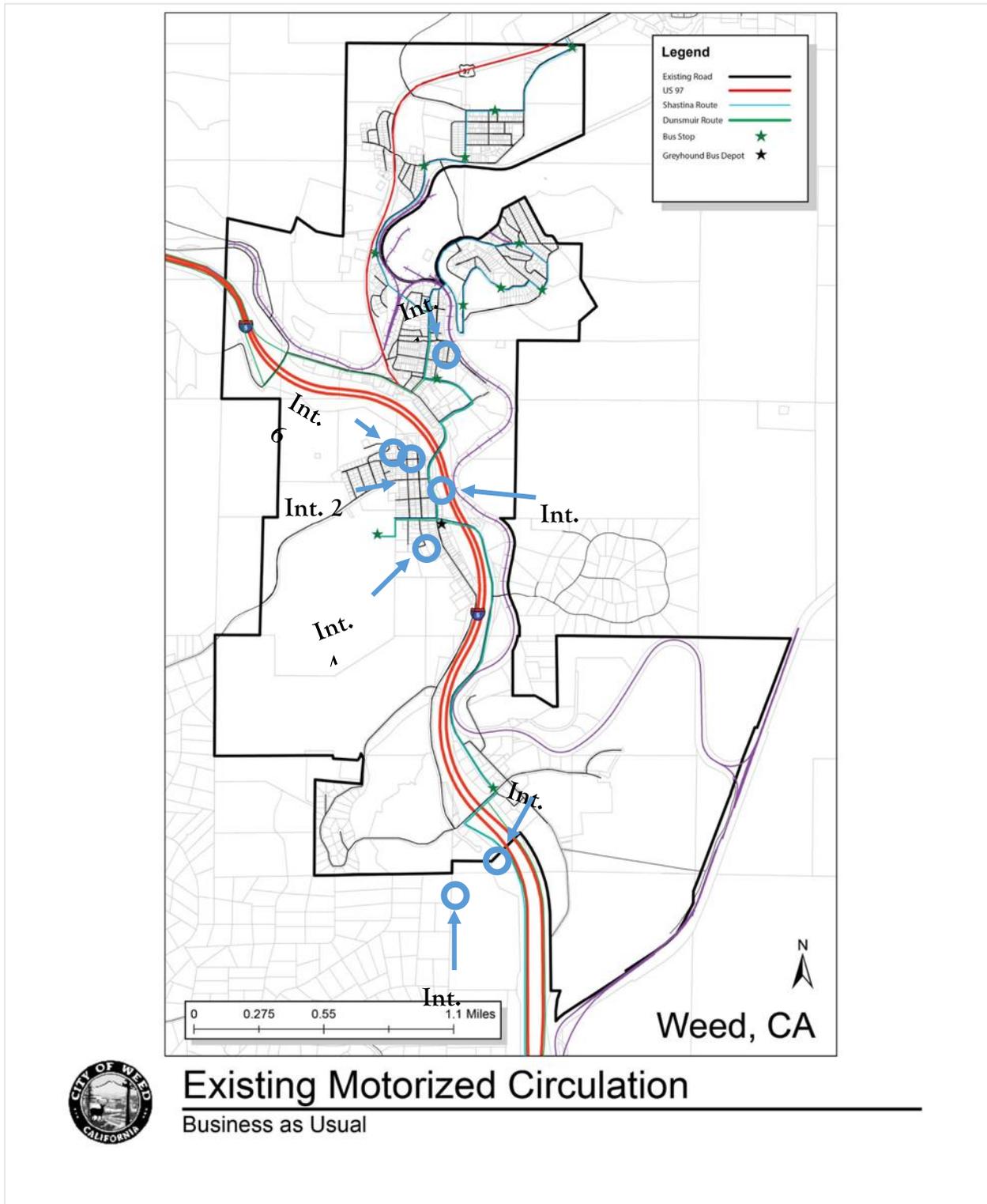
Map 1. Proposed land use map and growth areas.



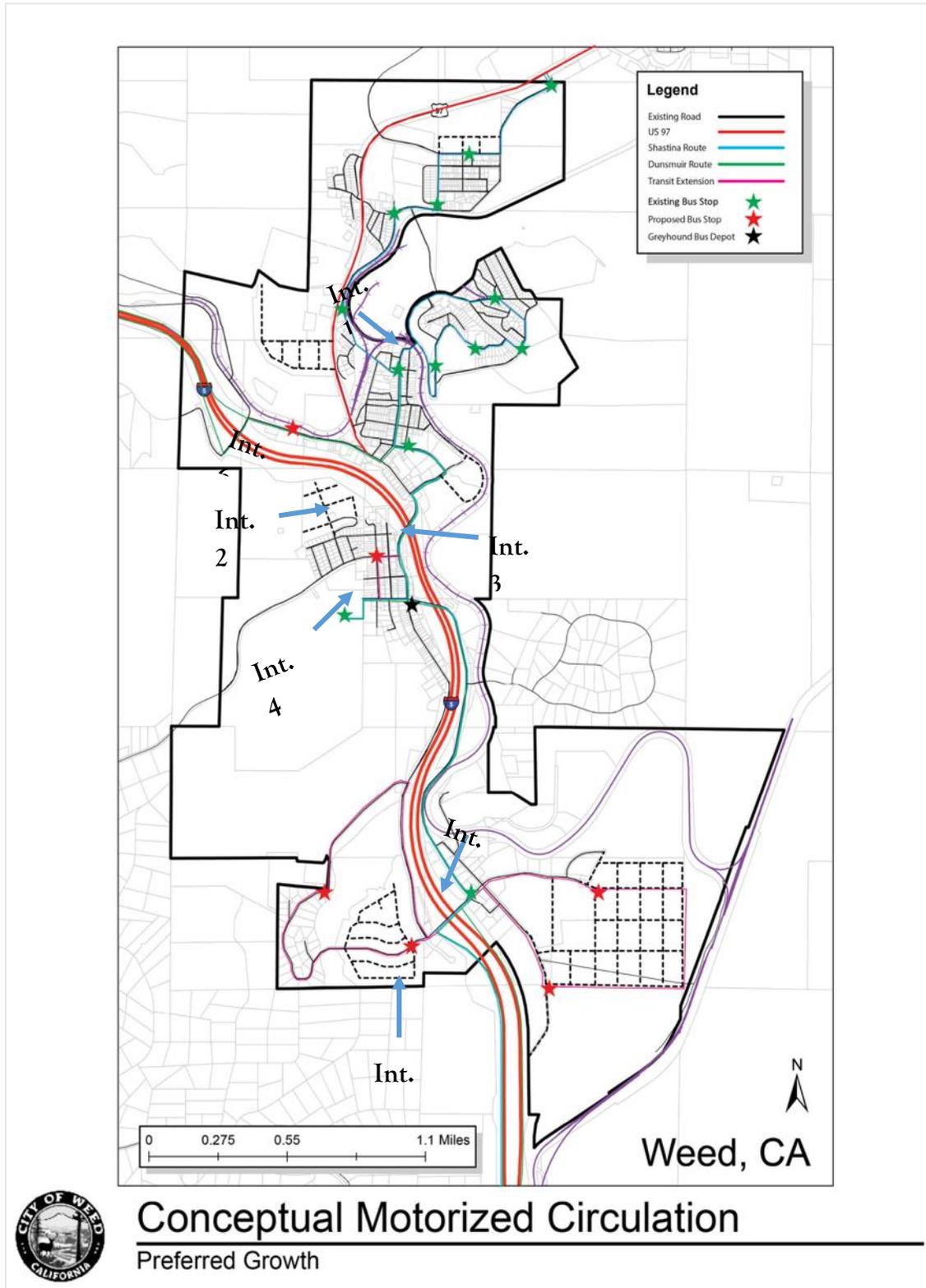
## Conceptual Land Use Map

Preferred Growth

Map 2. Existing circulation network and key intersections.



Map 3. Proposed circulation network and key intersections.



## Methodology

The methodology first involved determining the existing operating conditions of the circulation network in the City of Weed. Next, the operating conditions that would materialize in the future under the proposed Plan were determined. The changes in operating conditions were then analyzed to determine if any thresholds of significance had been exceeded. Also to note is that the methodology applied the Four Step Travel Demand Model, which is a process used by transportation engineers to forecast travel behavior and traffic patterns in the future. The four steps of the model include the following:

- Trip Generation – predicts the number of trips originating from or destined to a location.
- Trip Distribution – matches trips with each origin and destination.
- Mode Choice – determines the travel mode that each trip occurs in.
- Trip Assignment – determines the directional distribution and specific path of each trip.

### TRIP GENERATION

To determine the future operating conditions, a land use forecast was conducted. Within the proposed Plan, a Preferred Growth Scenario was elected as the desired path of develop for the City of Weed in response to community input. The Preferred Growth Scenario includes substantial increases in a variety of land uses over existing levels within the City of Weed. Table 1 shows the specific growth figures for each land use. These increases were used to determine the number of additional trips that would be generated onto the City’s circulation network.

Table 1. Changes in land use as a result of the proposed Plan.

| Land Use                   | Existing Acreage | Change in Acreage | Percent Change | Additional Units/Employees |
|----------------------------|------------------|-------------------|----------------|----------------------------|
| Low Density Residential    | 359.1            | 244.8             | 68%            | 682 <sup>1</sup>           |
| Medium Density Residential | 23.1             | 13.0              | 56%            | 202 <sup>1</sup>           |
| High Density Residential   | 19.1             | 25.0              | 130%           | 750 <sup>1</sup>           |
| Mixed Use Residential      | 4.3              | 10.6              | 246%           | 187 <sup>1</sup>           |

|                            |       |       |      |                    |
|----------------------------|-------|-------|------|--------------------|
| Mixed Use Service/Retail   | 4.3   | 9.5   | 221% | 110 <sup>2</sup>   |
| Mixed Use Office           | 0.0   | 1.2   | 100% | 16 <sup>2</sup>    |
| Service/ Retail Commercial | 103.6 | 241.8 | 133% | 1,563 <sup>2</sup> |
| Office                     | 1.2   | 0.3   | 25%  | 3 <sup>2</sup>     |
| Industrial                 | 100.8 | 159.7 | 260% | 148 <sup>2</sup>   |

<sup>1</sup>Additional units for residential land use based on City standards for dwelling units per acre

<sup>2</sup>Additional units for commercial and industrial land use based on employees per acre

Source: Existing Acreage from Cal Poly Land Use Inventory, 2015

The land use acreages shown in Table 1 were then inputted into the Institute of Transportation Engineers (ITE) trip generation equations presented in Table 2.

Table 2. ITE Trip Generation Equations Used.

| Land Use Description<br>(Units)                               |            | Formula                                     | Inbound<br>Percent | Outbound<br>Percent |
|---|------------|---|--------------------|---------------------|
| Low Density<br>(Dwelling Units)                               | All Day    | $\text{Ln}(T) = 0.92 * \text{Ln}(X) + 2.71$ | 50%                | 50%                 |
|   | AM<br>Peak | $T = 0.70 * (X) + 9.74$                     | 25%                | 75%                 |
|   | PM<br>Peak | $\text{Ln}(T) = 0.90 * \text{Ln}(X) + 0.51$ | 63%                | 37%                 |
| Medium Density &<br>Mixed Use Residential<br>(Dwelling Units) | All Day    | $\text{Ln}(T) = 0.87 * \text{Ln}(X) + 2.46$ | 50%                | 50%                 |
|   | AM<br>Peak | $\text{Ln}(T) = 0.80 * \text{Ln}(X) + 0.26$ | 17%                | 83%                 |
|   | PM<br>Peak | $\text{Ln}(T) = 0.82 * \text{Ln}(X) + 0.32$ | 67%                | 33%                 |
| High Density<br>(Dwelling Units)                              | All Day    | $T = 6.06 * (X) + 123.56$                   | 50%                | 50%                 |
|   | AM<br>Peak | $T = 0.49 * (X) + 3.73$                     | 20%                | 80%                 |
|   | PM<br>Peak | $T = 0.55 * (X) + 17.65$                    | 65%                | 35%                 |
| Service/Retail<br>Commercial<br>(Employees)                   | All Day    | $T = 32.21 * (X)$                           | 50%                | 50%                 |
|   | AM<br>Peak | $T = 0.36 * (X)$                            | 77%                | 23%                 |
|   | PM<br>Peak | $T = 2.79 * (X)$                            | 48%                | 52%                 |
| Office (Employees)  | All Day    | $T = 3.19 * (X) + 928.86$                   | 50%                | 50%                 |

|                               |         |                                 |     |     |
|-------------------------------|---------|---------------------------------|-----|-----|
|                               | AM Peak | $\ln(T) = 0.86 * \ln(X) + 0.27$ | 88% | 12% |
|                               | PM Peak | $\ln(T) = 0.81 * \ln(X) + 0.54$ | 17% | 83% |
|                               | All Day | $T = 2.95 * (X) + 30.57$        | 50% | 50% |
| <b>Industrial (Employees)</b> | AM Peak | $T = 0.27 * (X) + 70.47$        | 83% | 17% |
|                               | PM Peak | $T = 0.29 * (X) + 58.03$        | 21% | 79% |

Table 3 shows that the daily trips generated under the proposed Plan numbers 49,041. Of this amount eight percent occurs in the PM peak.

Table 3. Daily trips generated by land use type and growth areas.

|                       | Low Density | Medium Density | High Density | Mixed Use Residential | Mixed Use Commercial | Mixed Use Office | Commercial | Office | Industrial | Total |
|-----------------------|-------------|----------------|--------------|-----------------------|----------------------|------------------|------------|--------|------------|-------|
| Angel Valley          | 18          | 0              | 0            | 0                     | 0                    | 0                | 719        | 0      | 0          | 738   |
| Lincoln Heights       | 89          | 0              | 0            | 0                     | 0                    | 0                | 586        | 0      | 57         | 732   |
| School House Hill     | 921         | 0              | 0            | 0                     | 0                    | 0                | 0          | 0      | 0          | 921   |
| Creekside Village     | 942         | 0              | 0            | 275                   | 810                  | 0                | 0          | 0      | 0          | 2,027 |
| Historic Downtown     | 47          | 1,005          | 0            | 270                   | 890                  | 0                | 703        | 937    | 44         | 3,896 |
| North/South Weed Blvd | 0           | 0              | 0            | 504                   | 1,216                | 0                | 868        | 0      | 66         | 2,653 |
| Bel Air               | 1,372       | 258            | 383          | 238                   | 513                  | 980              | 827        | 0      | 0          | 4,5   |

|              |              |              |              |              |              |            |               |            |            |               |
|--------------|--------------|--------------|--------------|--------------|--------------|------------|---------------|------------|------------|---------------|
|              |              |              |              |              |              |            |               |            |            | 72            |
| South Weed   | 3,424        | 0            | 4,408        | 45           | 101          | 0          | 46,630        | 0          | 392        | 54,999        |
| <b>Total</b> | <b>6,813</b> | <b>1,263</b> | <b>4,790</b> | <b>1,332</b> | <b>3,530</b> | <b>980</b> | <b>50,333</b> | <b>937</b> | <b>559</b> | <b>70,538</b> |

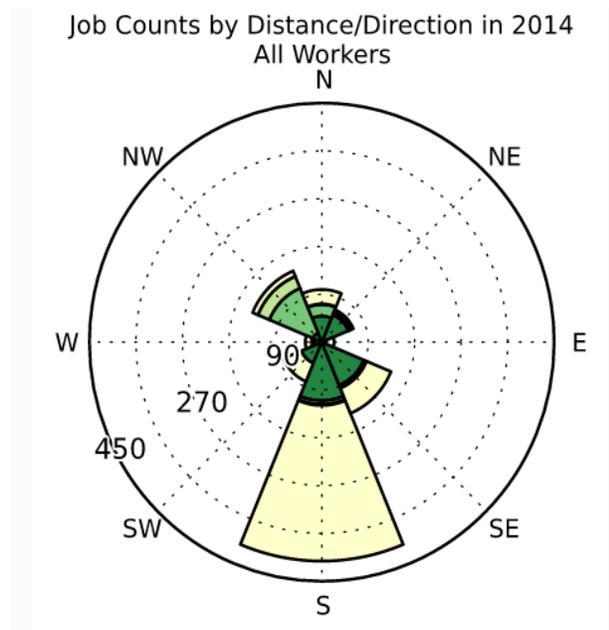
TRIP DISTRIBUTION

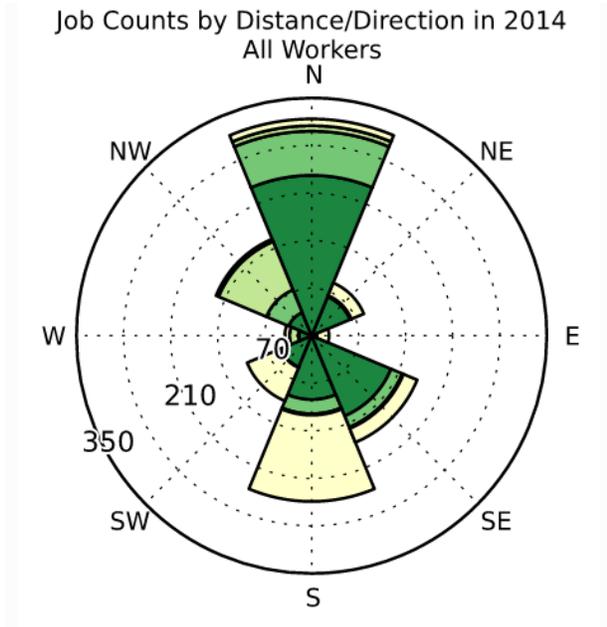
Trip distribution utilized the “Trips In” and “Trips Out” percentages associated with each ITE trip generation equation. The step also used the directional distribution of trips in Weed retrieved from the Longitudinal Employer Household Dynamics (LEHD) “On the Map” web tool. Trips to Home were associated with residential trips, while Trips to Work were associated with commercial and industrial trips. Table 4 shows the directional distributions from “On the Map.” Figure 1 displays the directional distribution of flows in Weed by Trips to Home and Trips to Work.

Table 4. Directional distribution of trips in Weed by percentage.

|         | North | South | East | West | Internal | Total  |
|---------|-------|-------|------|------|----------|--------|
| To Work | 20.0% | 40.0% | 0.0% | 0.0% | 40.0%    | 100.0% |
| To Home | 20.0% | 35.0% | 5.0% | 0.0% | 40.0%    | 100.0% |

Figure 1. Directional Distribution of Trips to Home (left) and Trips to Work (right).





The gravity model was applied to apportion the distributions of trips shown in Table 4 and Figure 1 to each key growth area. The gravity model was used in the following format:

$$T_{ij} = P_i \frac{A_j F_{ij}}{\sum_k A_k F_{ik}}$$

- Where  $T_{ij}$  = trips from origin  $i$  to destination  $j$
- $P_i$  = production in zone  $i$
- $A_j$  = attractions to zone  $j$
- $F_{ij}$  = the friction factor where  $F_{ij} = (\text{Distance}_{ij})^{-1}$ .

Table 5 and Table 6 show the proportions of trips produced in each key growth area and destined for each destination.

Table 5. Origin-Destination matrix for AM peak.

| O \ D | AV   | LH   | CV   | SHH  | HD   | NSW  | BA   | SW   | Total       |
|-------|------|------|------|------|------|------|------|------|-------------|
| AV    | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | <b>0.01</b> |
| LH    | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | <b>0.01</b> |
| CV    | 0.00 | 0.01 | 0.01 | 0.00 | 0.02 | 0.02 | 0.00 | 0.01 | <b>0.06</b> |
| SHH   | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | <b>0.05</b> |

|              |             |             |             |             |             |             |             |             |             |
|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| <b>HD</b>    | 0.00        | 0.01        | 0.00        | 0.00        | 0.03        | 0.03        | 0.00        | 0.01        | <b>0.08</b> |
| <b>NSW</b>   | 0.00        | 0.00        | 0.00        | 0.00        | 0.01        | 0.01        | 0.00        | 0.00        | <b>0.03</b> |
| <b>BA</b>    | 0.00        | 0.01        | 0.00        | 0.00        | 0.02        | 0.03        | 0.02        | 0.04        | <b>0.12</b> |
| <b>SW</b>    | 0.00        | 0.01        | 0.00        | 0.00        | 0.03        | 0.03        | 0.01        | 0.57        | <b>0.65</b> |
| <b>Total</b> | <b>0.01</b> | <b>0.05</b> | <b>0.01</b> | <b>0.00</b> | <b>0.12</b> | <b>0.13</b> | <b>0.04</b> | <b>0.65</b> | <b>1.00</b> |

Table 6. Origin-Destination matrix for PM peak.

| <b>O \ D</b> | <b>AV</b>   | <b>LH</b>   | <b>CV</b>   | <b>SHH</b>  | <b>HD</b>   | <b>NSW</b>  | <b>BA</b>   | <b>SW</b>   | <b>Total</b> |
|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|
| <b>AV</b>    | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | <b>0.00</b>  |
| <b>LH</b>    | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | <b>0.01</b>  |
| <b>CV</b>    | 0.00        | 0.00        | 0.01        | 0.00        | 0.01        | 0.01        | 0.00        | 0.02        | <b>0.06</b>  |
| <b>SHH</b>   | 0.00        | 0.00        | 0.00        | 0.00        | 0.01        | 0.01        | 0.00        | 0.02        | <b>0.06</b>  |
| <b>HD</b>    | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.01        | 0.00        | 0.01        | <b>0.02</b>  |
| <b>NSW</b>   | 0.00        | 0.00        | 0.00        | 0.00        | 0.01        | 0.01        | 0.00        | 0.01        | <b>0.03</b>  |
| <b>BA</b>    | 0.00        | 0.00        | 0.00        | 0.00        | 0.02        | 0.02        | 0.02        | 0.06        | <b>0.14</b>  |
| <b>SW</b>    | 0.00        | 0.00        | 0.00        | 0.00        | 0.01        | 0.01        | 0.01        | 0.65        | <b>0.70</b>  |
| <b>Total</b> | <b>0.01</b> | <b>0.02</b> | <b>0.02</b> | <b>0.00</b> | <b>0.06</b> | <b>0.07</b> | <b>0.04</b> | <b>0.77</b> | <b>1.00</b>  |

#### MODE CHOICE

The ITE trip generation rates only incorporate trips for vehicles. While in reality, some trips would be diverted to alternative modes (e.g., bus, bicycle, or pedestrian), the TIA did not adjust for these diversions. Therefore, the TIA assumes a conservative worst-case scenario where all trips occur by vehicle.

#### TRIP ASSIGNMENT

The trip assignment assumes that vehicles passing through the key intersections will use the shortest path of travel. The numbers for the AM peak are shown in Figures 2 through 5, while the numbers for the PM peak are shown in Figure 6 through 9.



Figure 3. AM Assignment (2 of 4)

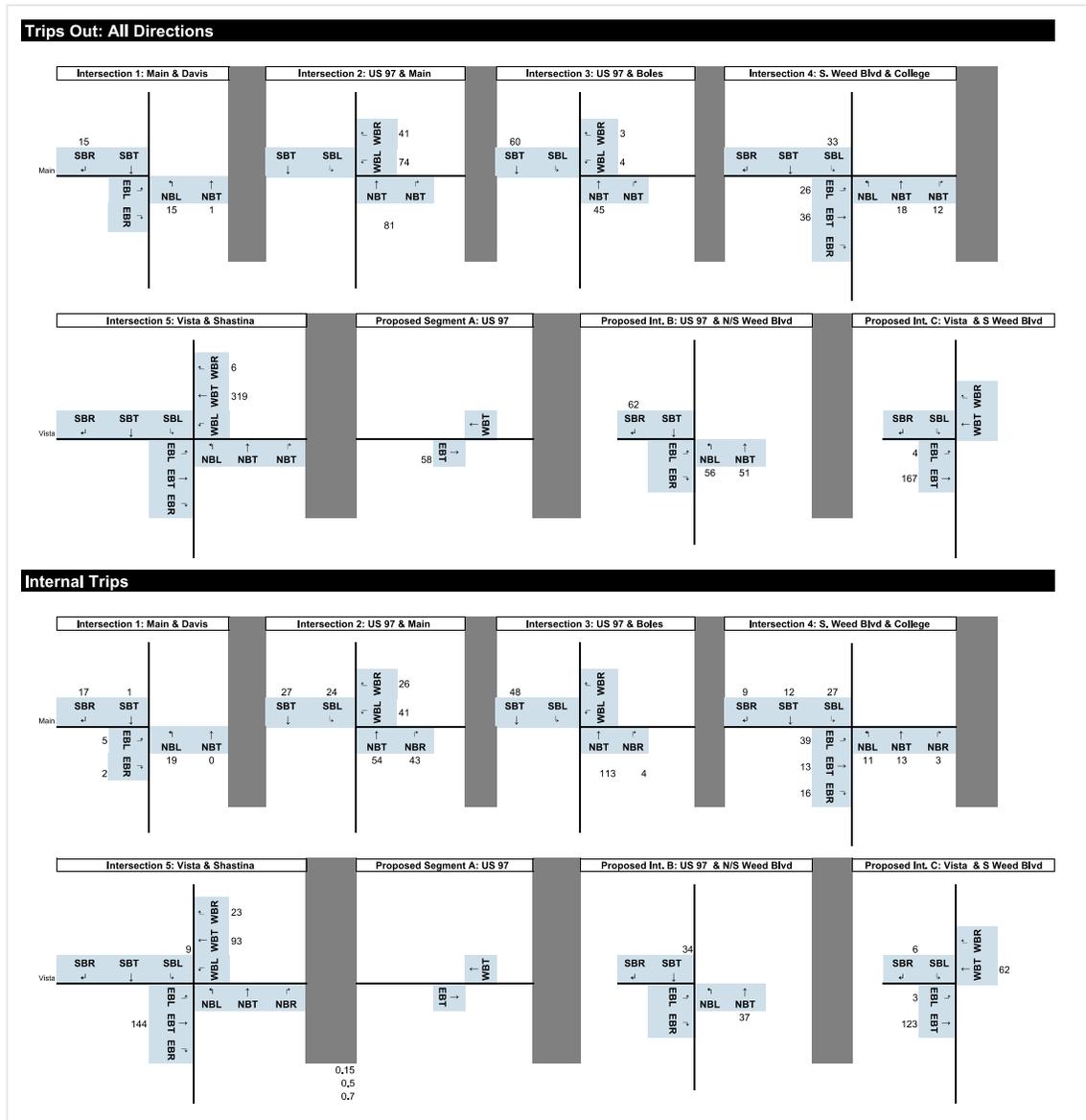


Figure 4. AM Assignment (3 of 4)

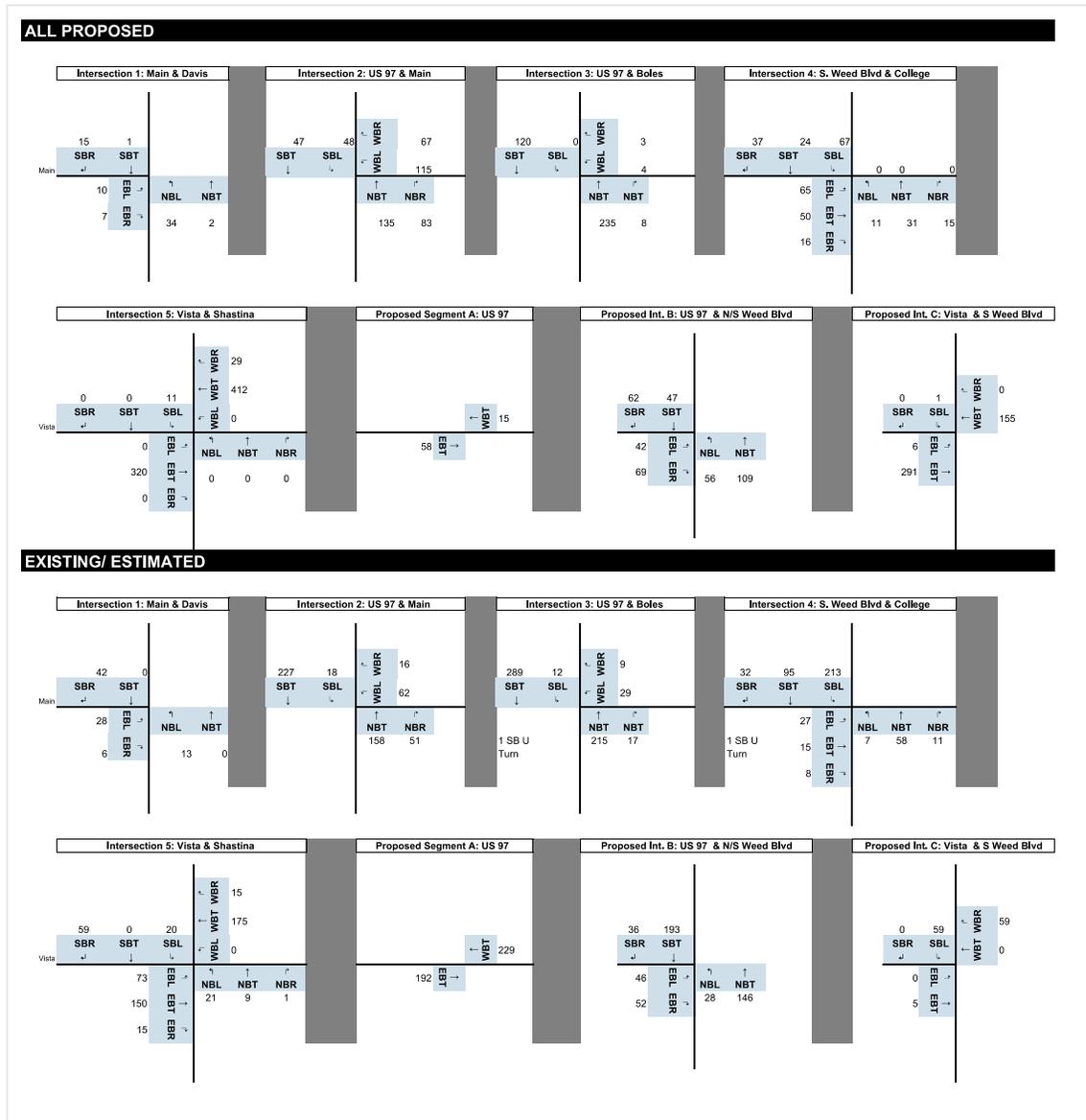


Figure 5. AM Assignment (4 of 4)

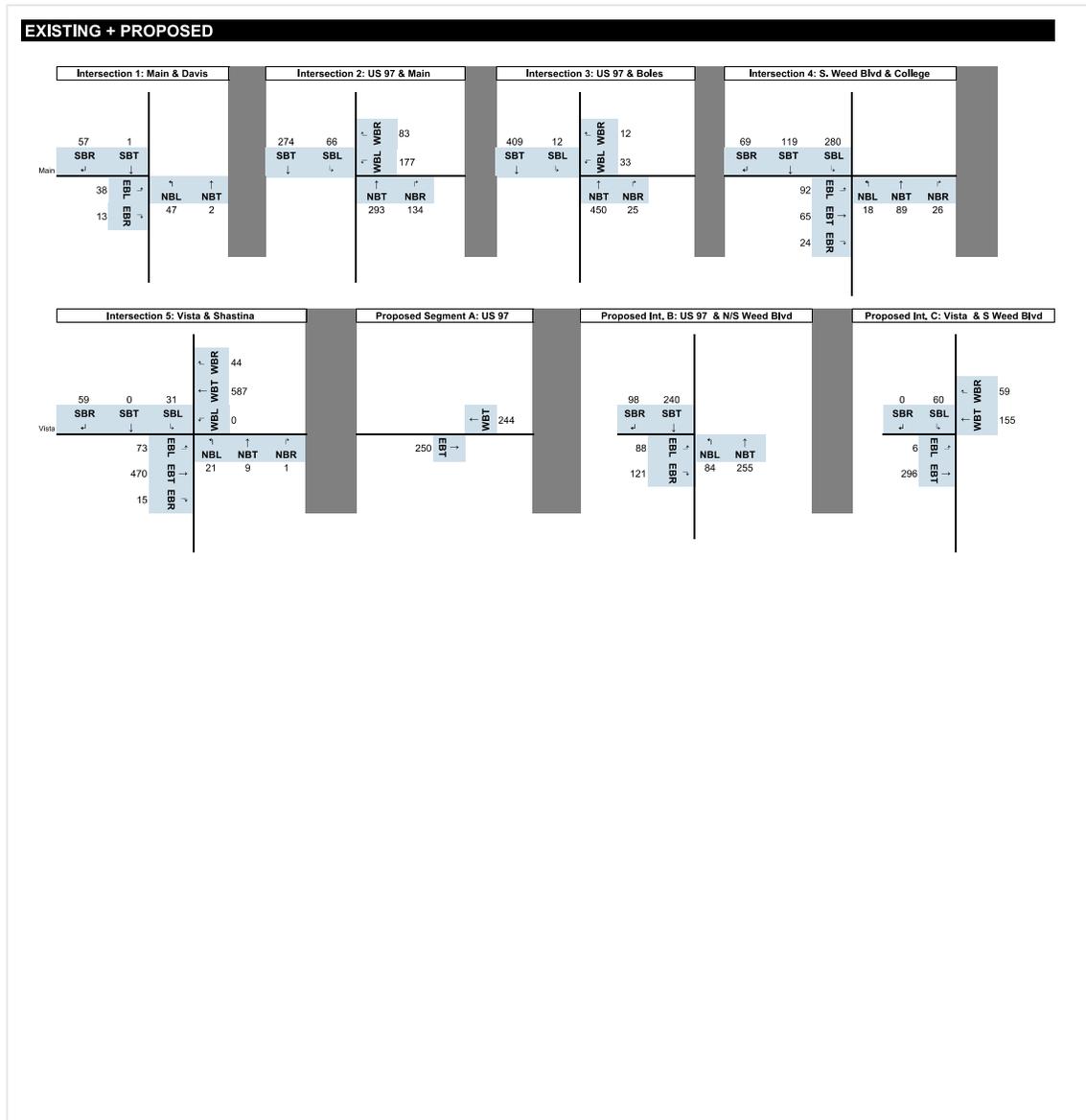


Figure 6. PM assignment (1 of 4).

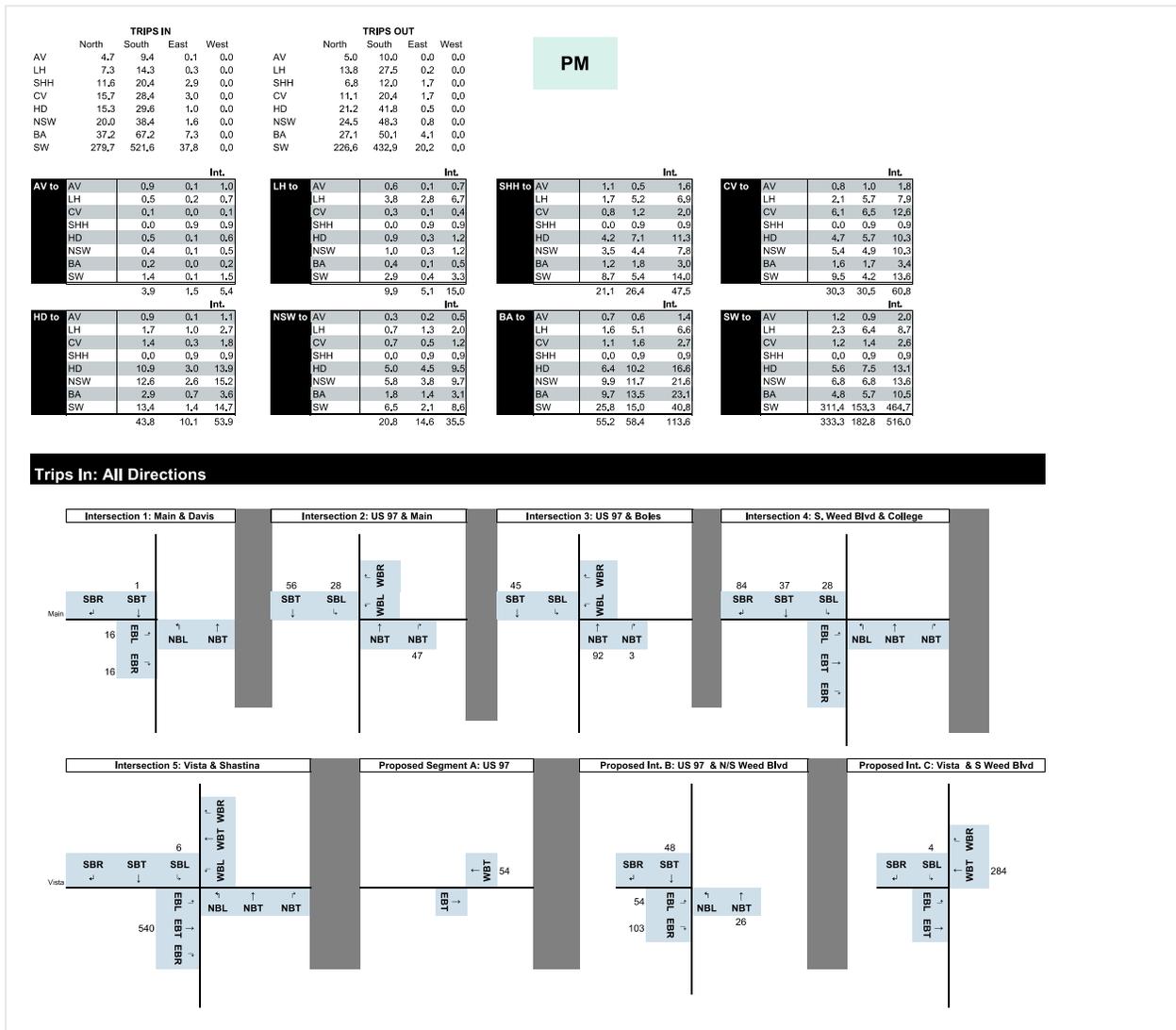


Figure 7. PM assignment (2 of 4).

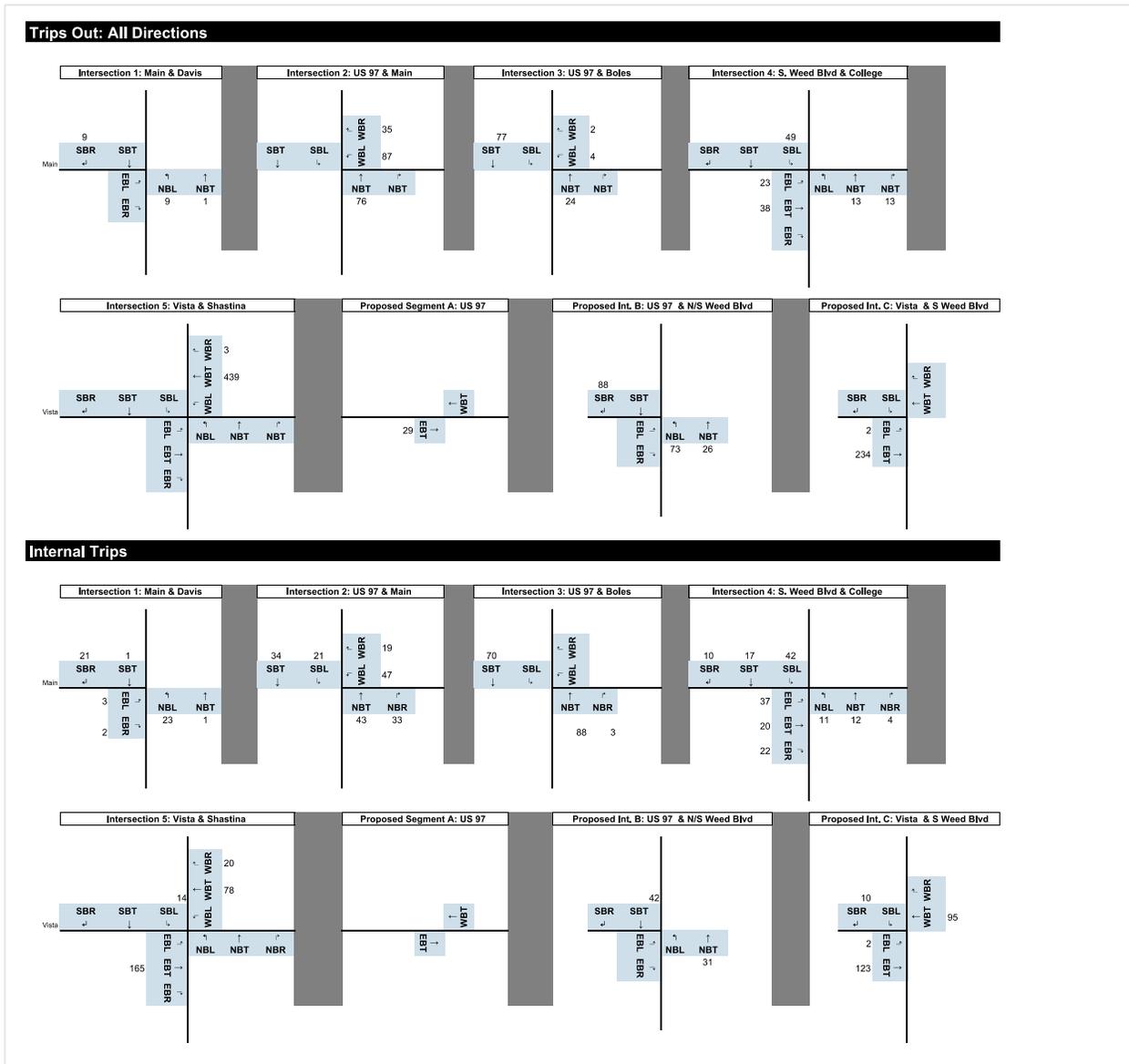


Figure 8. PM assignment (3 of 4).

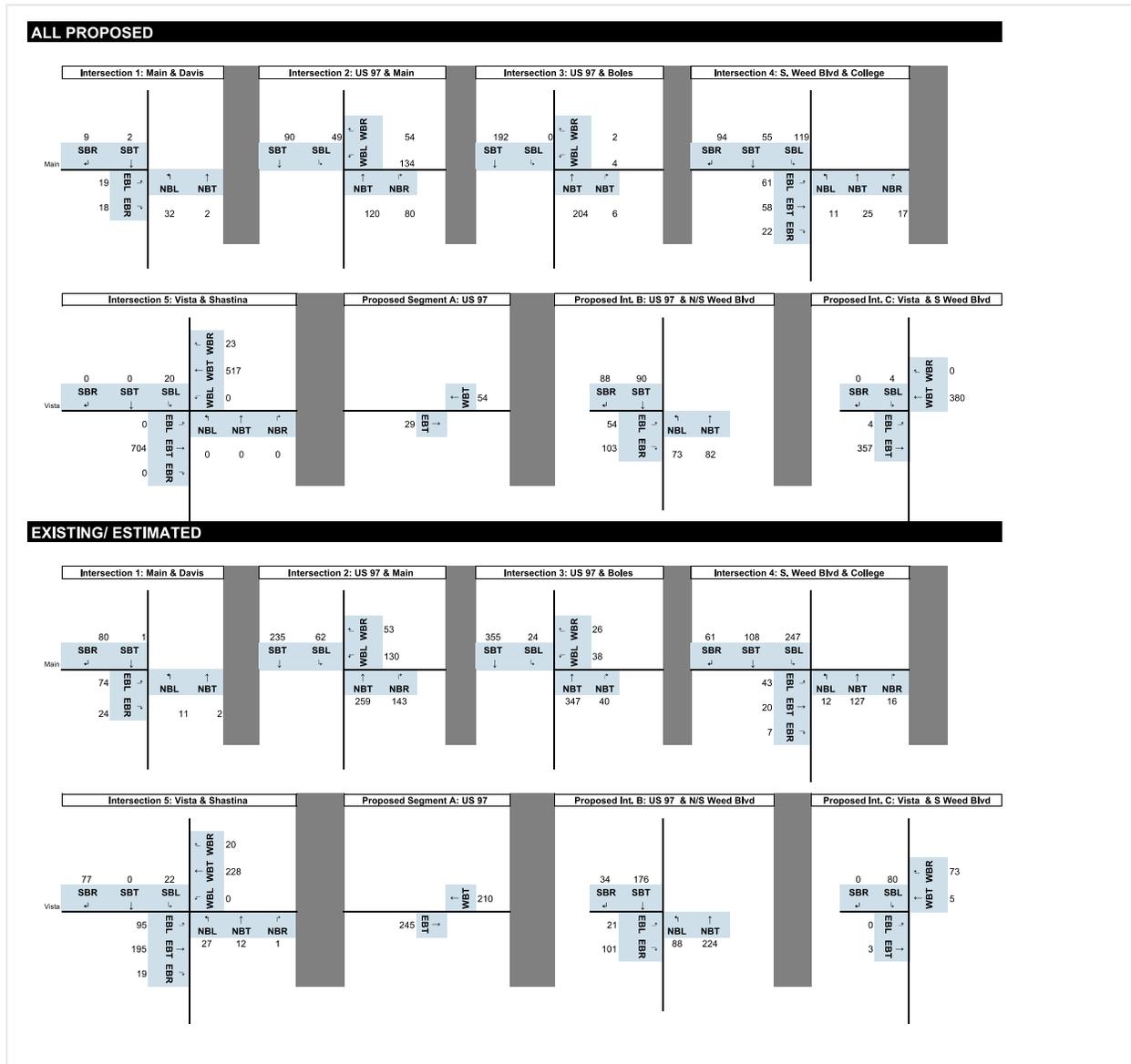
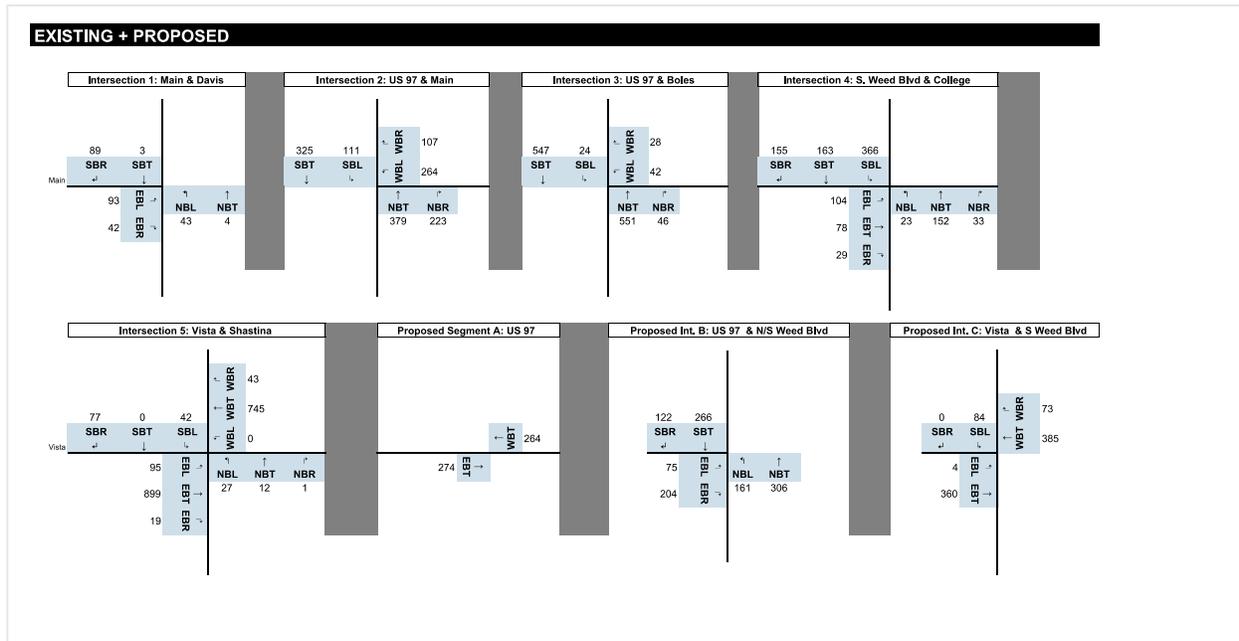


Figure 9. PM assignment (4 of 4).



## Thresholds of Significance

### AUTOMOBILE LEVEL OF SERVICE

The TIA adopted the level of service (LOS) metric from the Highway Capacity Manual (HCM) to determine the significance of the effects of the proposed Plan on the City of Weed’s circulation network. The different conditions of LOS are shown in Table 7 and Table 8, where LOS A represents the most favorable conditions, while LOS F represents the least favorable conditions.

Table 7. Signalized intersection LOS descriptions based on control delay.

| LOS | Description of Operations  | Average Control Delay per Vehicle (sec) |
|-----|--|---|
| A   | Signal timing is extremely favorable. Most automobiles arrive during the green phase and do not stop at all. Short cycle length may also contribute to the low vehicle delay.  | 10.0 or less                            |
| B   | Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than on LOS A, increasing vehicular delay.  | 10.1 to 20.0                            |
| C   | Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though many still pass through the intersection without stopping.                        | 20.1 to 35.0                            |
| D   | The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high-volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.                     | 35.1 to 55.0                            |
| E   | This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.  | 55.1 to 80.0                            |
| F   | This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation; that is, when arrival flow-rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delays. | Greater than 80.0                       |

Table 8. Intersection capacity utilization LOS definitions.

| ICU<br>LOS | Description of Operations  | ICU<br>(%)        |
|------------|--|-------------------|
| A          | Intersection has no congestion   | 55.0% or less     |
| B          | Intersection has very little congestion  | 55.1% to 64.0%    |
| C          | Intersection has no major congestion   | 64.1% to 73.0%    |
| D          | Intersection normally has no congestion  | 73.1% to 82.0%    |
| E          | Intersection is on the verge of congested conditions.  | 82.1% to 91.0%    |
| F          | Intersection is over capacity and likely experiences congestion periods of 15 to 60 consecutive minutes          | 91.1% to 100%     |
| G          | Intersection is 9% or less over capacity and experiences 60 to 120 seconds consecutive minutes                   | 100.1% to 109%    |
| H          | Intersection is 9% or greater over capacity and could experience congestion periods of over 120 minutes per day. | Greater than 109% |

No standards for signalized intersection LOS were provided by the City of Weed prior to the development of the preferred Plan. Since the American Association of State Highway and Transportation Officials (AASHTO) prescribes LOS by classification of roadways in rural settings, its standards were applied as standards for the TIA. The standards are presented as follows:

- Freeway = LOS B
- Arterial = LOS B
- Collector = LOS C
- Local = LOS D

Similarly, the City of Weed did not have any standard for ICU LOS prior to the development of the preferred Plan. The industry standard for ICU LOS is LOS E or better. Therefore, this standard was adopted as the threshold as significance for the TIA.

## PEDESTRIAN LOS

HCM provides the following LOS standards for pedestrian LOS in Table 9 and Table 10. LOS A is generally seen as subjectively better than LOS F.

Table 9. Pedestrian LOS definitions for signalized intersections.

| Pedestrian<br>LOS Score | LOS by Average Pedestrian (ft <sup>2</sup> /pedestrian) |          |           |          |                        |                    |
|-------------------------|---|----------|-----------|----------|------------------------|--------------------|
|                         | > 60  | >40 - 60 | > 24 - 40 | >15 - 24 | >8.0 - 15 <sup>1</sup> | ≤ 8.0 <sup>1</sup> |
| ≤ 2.00                  | A   | B        | C         | D        | E                      | F                  |
| >2.00 - 2.75            | B   | B        | C         | D        | E                      | F                  |
| >2.75 - 3.50            | C   | C        | C         | D        | E                      | F                  |
| >3.50 - 4.25            | D   | D        | D         | D        | E                      | F                  |
| >4.25 - 5.00            | E   | E        | E         | E        | E                      | F                  |
| >5.00                   | F   | F        | F         | F        | F                      | F                  |

Table 10. Pedestrian LOS definitions for unsignalized intersections.

| PLOS | Description of Operations  | Control Delay<br>(sec/pedestrian) |
|------|--|-----------------------------------|
| A    | Usually no conflicting traffic                                       | 0 - 5                             |
| B    | Occasionally some delay due to conflicting traffic                   | 5 - 10                            |
| C    | Delay noticeable to pedestrians but not inconveniencing              | 10 - 20                           |
| D    | Delay noticeable and irritating, increased likelihood of risk taking | 20 - 30                           |
| E    | Delay approaches tolerance level, risk-taking behavior likely        | 30 - 45                           |
| F    | Delay exceeds tolerance level, high likelihood of pedestrian risk    | >45                               |

|  |        |  |
|--|--------|--|
|  | taking |  |
|--|--------|--|

#### BICYCLE LOS

Bicycle LOS provided by HCM is presented by Table 11. Once again, the City of Weed did not have LOS standards for bicycles prior to the development of the proposed Plan.

Table 11. Bicycle LOS definitions.

| LOS | LOS Score    |
|-----|--------------|
| A   | ≤ 2.00       |
| B   | >2.00 – 2.75 |
| C   | >2.75 – 3.50 |
| D   | >3.50 – 4.25 |
| E   | >4.25 – 5.00 |
| F   | >5.00        |

#### AUTOMOBILE LOS

##### Existing Conditions

Tables 12 and 13 summarize the existing conditions of automobile LOS at the key intersections with respect to the proposed Plan. The red text indicates when the threshold of significance has been exceeded.

Table 12. Automobile LOS at major intersections in Weed under existing conditions.

| Intersection                                       | Control Type | Peak Hour | Intersection <sup>1</sup> |     | Worst <sup>2</sup> |     |
|--|--------------|-----------|---------------------------|-----|--------------------|-----|
|  |              |           | Delay (sec)               | LOS | Delay (sec)        | LOS |
| Main St & Davis Ave <sup>3</sup>                   | TWSC         | AM        | 0                         | A   | -                  | -   |
|  |              | PM        | 0                         | A   | -                  | -   |
| South Weed Blvd (US 97) & Main St <sup>3</sup>     | Signalized   | AM        | 5.2                       | A   | -                  | -   |
|  |              | PM        | 6.7                       | A   | -                  | -   |
| South Weed Blvd (US 97) & Boles St <sup>3</sup>    | OWSC         | AM        | 1.0                       | A   | 12.2               | B   |
|  |              | PM        | 1.5                       | A   | 15.9               | C   |
| South Weed Blvd (US 97) & College Ave <sup>3</sup> | OWSC         | AM        | 1.6                       | A   | 13.5               | B   |
|  |              | PM        | 5.6                       | A   | 21.3               | C   |
| Vista Dr & Shastina Dr <sup>4</sup>                | TWSC         | AM        | 3.5                       | A   | 14.9               | B   |
|  |              | PM        | 3.9                       | A   | 19.2               | C   |
| US 97 & N Weed Blvd <sup>4</sup>                   | Signalized   | AM        | 4.8                       | A   | -                  | -   |
|  |              | PM        | 4.4                       | A   | -                  | -   |
| Vista Dr & South Weed Blvd <sup>4</sup>            | AWSC         | AM        | 7.2                       | A   | -                  | -   |
|  |              | PM        | 7.4                       | A   | -                  | -   |

TWSC = Two-Way Stop Controlled Intersection

AWSC = All-Way Stop Controlled Intersection

OWSC = One-Way Stop Controlled Intersection

<sup>1</sup>Whole intersection weighted average control delay expressed in seconds per vehicle.

<sup>2</sup>The worst case delay is normally the time it would take a vehicle on the minor street of an unsignalized intersection to make a left-turn onto the major street, expressed in seconds per vehicle.

<sup>3</sup>Data Collected by Cal Poly Planning Team on April 1, 2016

<sup>4</sup>Data Extrapolated through Caltrans Information and Data Collected by Cal Poly Planning Team on April 1, 2016.

Table 13. Automobile LOS at major intersections in Weed under existing conditions.

| Intersection                          | Control Type | Peak Hour | Intersection <sup>1</sup> |     | Worst <sup>2</sup> |     |
|---------------------------------------|--------------|-----------|---------------------------|-----|--------------------|-----|
|                                       |              |           | Delay (sec)               | LOS | Delay (sec)        | LOS |
| Main St & Davis Ave                   | TWSC         | AM        | 0                         | A   | -                  | -   |
|                                       |              | PM        | 0                         | A   | -                  | -   |
| South Weed Blvd (US 97) & Main St     | Signalized   | AM        | 8.7                       | A   | -                  | -   |
|                                       |              | PM        | 11.1                      | B   | -                  | -   |
| South Weed Blvd (US 97) & Boles St    | OWSC         | AM        | 0.9                       | A   | 18.6               | C   |
|                                       |              | PM        | 1.7                       | A   | 27.3               | D   |
| South Weed Blvd (US 97) & College Ave | OWSC         | AM        | 8.6                       | B   | 32.6               | D   |
|                                       |              | PM        | 50.2                      | F   | 246.2              | F   |
| Vista Dr & Shastina Dr                | TWSC         | AM        | 3.6                       | A   | 52.8               | F   |
|                                       |              | PM        | 22.7                      | C   | 472.6              | F   |
| US 97 & N Weed Blvd                   | Signalized   | AM        | 6.0                       | A   | -                  | -   |
|                                       |              | PM        | 6.2                       | A   | -                  | -   |
| Vista Dr & South Weed Blvd            | AWSC         | AM        | 9.6                       | A   | 10.2               | B   |

TWSC = Two-Way Stop Controlled Intersection

AWSC = All-Way Stop Controlled Intersection

OWSC = One-Way Stop Controlled Intersection

<sup>1</sup>Whole intersection weighted average control delay expressed in seconds per vehicle.

<sup>2</sup>The worst case delay is normally the time it would take vehicle on the minor street of an unsignalized intersection to make a left-turn onto the major street, expressed in seconds per vehicle.

## PROJECT CONDITIONS

Tables 14 and 15 summarize the project conditions of automobile LOS at the key intersections with respect to the proposed Plan. The red text indicates when the threshold of significance has been exceeded.

Table 14. Automobile LOS at major intersections in Weed under project conditions.

| Intersection                          | Control Type | Peak Hour | Intersection <sup>1</sup> |     | Worst <sup>2</sup> |     |
|---------------------------------------|--------------|-----------|---------------------------|-----|--------------------|-----|
|                                       |              |           | Delay (sec)               | LOS | Delay (sec)        | LOS |
| Main St & Davis Ave                   | TWSC         | AM        | 0                         | A   | -                  | -   |
|                                       |              | PM        | 0                         | A   | -                  | -   |
| South Weed Blvd (US 97) & Main St     | Signalized   | AM        | 8.7                       | A   | -                  | -   |
|                                       |              | PM        | 11.1                      | B   | -                  | -   |
| South Weed Blvd (US 97) & Boles St    | OWSC         | AM        | 0.9                       | A   | 18.6               | C   |
|                                       |              | PM        | 1.7                       | A   | 27.3               | D   |
| South Weed Blvd (US 97) & College Ave | OWSC         | AM        | 8.6                       | B   | 32.6               | D   |
|                                       |              | PM        | 50.2                      | F   | 246.2              | F   |
| Vista Dr & Shastina Dr                | TWSC         | AM        | 3.6                       | A   | 52.8               | F   |
|                                       |              | PM        | 22.7                      | C   | 472.6              | F   |
| US 97 & N Weed Blvd                   | Signalized   | AM        | 6.0                       | A   | -                  | -   |
|                                       |              | PM        | 6.2                       | A   | -                  | -   |
| Vista Dr & South Weed Blvd            | AWSC         | AM        | 9.6                       | A   | 10.2               | B   |
|                                       |              | PM        | 13.8                      | B   | 15.1               | C   |

TWSC = Two-Way Stop Controlled Intersection

AWSC = All-Way Stop Controlled Intersection

OWSC = One-Way Stop Controlled Intersection

<sup>1</sup>Whole intersection weighted average control delay expressed in seconds per vehicle.

<sup>2</sup>The worst case delay is normally the time it would take vehicle on the minor street of an unsignalized intersection to make a left-turn onto the major street, expressed in seconds per vehicle.

Table 15. Automobile LOS at major intersections in Weed at full project build-out.

| Intersection                                       | Control Type | Peak Hour | ICU   | ICU LOS |
|--|--------------|-----------|-------|---------|
| Main St & Davis Ave <sup>1</sup>                   | TWSC         | AM        | 21.7% | A       |
|  |              | PM        | 25.2% | A       |
| South Weed Blvd (US 97) & Main St <sup>1</sup>     | Signalized   | AM        | 46.2% | A       |
|  |              | PM        | 58.9% | B       |
| South Weed Blvd (US 97) & Boles St <sup>1</sup>    | OWSC         | AM        | 34.6% | A       |
|  |              | PM        | 40.7% | A       |
| South Weed Blvd (US 97) & College Ave <sup>1</sup> | OWSC         | AM        | 40.9% | A       |
|  |              | PM        | 52.0% | A       |
| Vista Dr. & Shastina Dr. <sup>2</sup>              | TWSC         | AM        | 56.1% | B       |
|  |              | PM        | 70.9% | C       |
| US 97 & N Weed Blvd <sup>2</sup>                   | Signalized   | AM        | 39.4% | A       |
|  |              | PM        | 45.7% | A       |
| Vista Dr. & South Weed Blvd. <sup>2</sup>          | AWSC         | AM        | 30.4% | A       |
|  |              | PM        | 36.1% | A       |

TWSC = Two-Way Stop Controlled Intersection

AWSC = All-Way Stop Controlled Intersection

OWSC = One-Way Stop Controlled Intersection

<sup>1</sup>Data Collected by Cal Poly Planning Team on April 1, 2016

<sup>2</sup>Data Extrapolated through Caltrans Information and Data Collected by Cal Poly Planning Team on

## PEDESTRIAN LOS

**Existing Conditions**

Tables 16 and 17 summarize the existing conditions of pedestrian LOS at the key intersections with respect to the proposed Plan. The red text indicates when the threshold of significance has been exceeded.

Table 16. Pedestrian LOS at stop-controlled, major intersections in Weed under existing conditions.

| Intersection  | Control Type | Peak Hour | Intersection <sup>1</sup> |     | Worst <sup>2</sup> |     |
|---|--------------|-----------|---------------------------|-----|--------------------|-----|
|   |              |           | Delay (sec)               | LOS | Delay (sec)        | LOS |
| 1. Main St & Davis Ave <sup>3</sup>                   | TWSC         | AM        | 8.7                       | B   | 10.3               | C   |
|   |              | PM        | 11.8                      | C   | 14.8               | C   |
| 3. South Weed Blvd (US 97) & Boles St <sup>3</sup>    | OWSC         | AM        | 73.5                      | F   | 230                | F   |
|   |              | PM        | 136                       | F   | 446                | F   |
| 4. South Weed Blvd (US 97) & College Ave <sup>3</sup> | OWSC         | AM        | 15.2                      | C   | 18.1               | C   |
|   |              | PM        | 21.2                      | D   | 26.9               | D   |
| 5. Vista Dr & Shastina Dr <sup>4</sup>                | TWSC         | AM        | 64.2                      | F   | 150                | F   |
|   |              | PM        | 185                       | F   | 335                | F   |

TWSC = Two-Way Stop Controlled Intersection

OWSC = One-Way Stop Controlled Intersection

<sup>1</sup>Whole intersection weighted average control delay expressed in seconds per pedestrian.

<sup>2</sup>The worst case delay is normally the time it would take a pedestrian on one of the approaches of an unsignalized intersection to cross the street, expressed in seconds per pedestrian.

<sup>3</sup>Data Collected by Cal Poly Planning Team on April 1, 2016

<sup>4</sup>Data Extrapolated through Caltrans Information and Data Collected by Cal Poly Planning Team on April 1, 2016.

Table 17. Pedestrian LOS at signalized existing major intersections in Weed under existing conditions.

| Intersection                                      | Control Type | Peak Hour | Intersection <sup>1</sup> |     | Worst <sup>2</sup> |     |
|---|--------------|-----------|---------------------------|-----|--------------------|-----|
|   |              |           | Score                     | LOS | Score              | LOS |
| 2. South Weed Blvd (US 97) & Main St <sup>3</sup> | Signalized   | AM        | 1.8                       | A   | 1.9                | A   |
|   |              | PM        | 2.0                       | B   | 2.2                | B   |
| 6. US 97 & N Weed Blvd <sup>4</sup>               | Signalized   | AM        | 1.8                       | A   | 1.9                | A   |
|   |              | PM        | 2.0                       | B   | 2.2                | B   |

<sup>1</sup>Whole intersection weighted average control delay expressed in seconds per vehicle.

<sup>2</sup>The worst case delay is normally the time it would take vehicle on the minor street of an unsignalized intersection to make a left-turn onto the major street, expressed in seconds per vehicle.

<sup>3</sup>Data Collected by Cal Poly Planning Team on April 1, 2016

<sup>4</sup>Data Extrapolated through Caltrans Information and Data Collected by Cal Poly Planning Team on April 1, 2016.

### Project Conditions

Tables 18 and 19 summarize the project conditions of pedestrian LOS at the key intersections with respect to the proposed Plan. The red text indicates when the threshold of significance has been exceeded.

Table 18. Pedestrian LOS at stop-controlled, major intersections in Weed under project conditions.

| Intersection  | Control Type | Peak Hour | Intersection <sup>1</sup> |     | Worst <sup>2</sup> |     |
|---|--------------|-----------|---------------------------|-----|--------------------|-----|
|   |              |           | Delay (sec)               | LOS | Delay (sec)        | LOS |
| 1. Main St & Davis Ave <sup>3</sup>                   | TWSC         | AM        | 11.9                      | C   | 17.5               | C   |
|   |              | PM        | 14.7                      | C   | 19.4               | C   |
| 3. South Weed Blvd (US 97) & Boles St <sup>3</sup>    | OWSC         | AM        | 457                       | F   | >600               | F   |
|   |              | PM        | >600                      | F   | >600               | F   |
| 4. South Weed Blvd (US 97) & College Ave <sup>3</sup> | OWSC         | AM        | 27.2                      | D   | 27.6               | D   |
|   |              | PM        | 46.1                      | F   | 47.1               | F   |
| 5. Vista Dr & Shastina Dr <sup>4</sup>                | TWSC         | AM        | >600                      | F   | >600               | F   |
|   |              | PM        | >600                      | F   | >600               | F   |

TWSC = Two-Way Stop Controlled Intersection

OWSC = One-Way Stop Controlled Intersection

<sup>1</sup>Whole intersection weighted average control delay expressed in seconds per pedestrian.

<sup>2</sup>The worst case delay is the approach of the street in which the pedestrian would incur the greatest delay.

Table 19. Pedestrian LOS at signalized existing major intersections in Weed under project conditions.

| Intersection                                      | Control Type | Peak Hour | Intersection |     | Worst <sup>1</sup> |     |
|---|--------------|-----------|--------------|-----|--------------------|-----|
|   |              |           | Score        | LOS | Score              | LOS |
| 2. South Weed Blvd (US 97) & Main St <sup>3</sup> | Signalized   | AM        | 2.1          | B   | 2.3                | B   |
|   |              | PM        | 2.5          | B   | 2.7                | B   |
| 6. US 97 & N Weed Blvd <sup>4</sup>               | Signalized   | AM        | 2.1          | B   | 2.3                | B   |
|   |              | PM        | 2.5          | B   | 2.7                | B   |

<sup>1</sup>The worst case delay is the approach of the street on which the pedestrian would incur the greatest delay.

## Bicycle LOS

Table 20 summarizes the existing conditions of bicycle LOS at the key intersections with respect to the proposed Plan.

Table 20. Bicycle LOS at existing major intersections in Weed.

| Intersection                                      | Control Type | Peak Hour | Intersection <sup>1</sup> |     | Worst <sup>2</sup> |     |
|---|--------------|-----------|---------------------------|-----|--------------------|-----|
|   |              |           | Score                     | LOS | Score              | LOS |
| 2. South Weed Blvd (US 97) & Main St <sup>3</sup> | Signalized   | AM        | -                         | A   | -                  | -   |
|   |              | PM        | -                         | A   | -                  | -   |
| 6. US 97 & N Weed Blvd <sup>4</sup>               | Signalized   | AM        | 1.8                       | A   | 2.8                | C   |
|   |              | PM        | 1.9                       | A   | 3.0                | C   |

<sup>1</sup>Whole intersection weighted average control delay expressed in seconds per bicycle.

<sup>2</sup>The worst case delay is the approach of the street on which the bicycle would incur the greatest delay.

<sup>3</sup>Data Collected by Cal Poly Planning Team on April 1, 2016

<sup>4</sup>Data Extrapolated through Caltrans Information and Data Collected by Cal Poly Planning Team on April 1, 2016.

Table 21. Bicycle LOS at major intersections in Weed under project conditions.

| Intersection                         | Control Type | Peak Hour | Intersection |     | Worst <sup>1</sup> |     |
|--------------------------------------|--------------|-----------|--------------|-----|--------------------|-----|
|                                      |              |           | Score        | LOS | Score              | LOS |
| 2. South Weed Blvd (US 97) & Main St | Signalized   | AM        | -            | A   | -                  | -   |
|                                      |              | PM        | -            | B   | -                  | -   |
| 6. US 97 & North Weed Blvd           | Signalized   | AM        | 2.0          | A   | 3.0                | C   |
|                                      |              | PM        | 2.2          | A   | 3.2                | C   |

<sup>1</sup>The worst case delay is the approach of the street on which the bicycle would incur the greatest delay.

## MITIGATION MEASURES

Table 22 summarizes mitigation measures that are proposed for the City of Weed’s circulation network to accommodate the effects of the proposed Plan.

Table 22. Summary of proposed mitigation measures for intersections in Weed.

| Intersection                  | Mitigation for: | Midterm Mitigation   | Long-term Mitigation   |
|-------------------------------|-----------------|--|--|
| 3. S. Weed Blvd & Boles St    | PLOS            | Install High Visibility Crosswalk  | Install Rectangular Rapid Flashing Beacons<br><br>Install bulb-outs/ curb extensions |
| 4. S. Weed Blvd & College Ave | ALOS            | Remove parking, re-stripe the minor approach to include a left turn pocket |  |
| 5. Vista Dr & Shastina Dr     | ALOS            | Remove parking, re-stripe the minor approach to include a left turn pocket | Signalization  |
| 5. Vista Dr & Shastina Dr     | PLOS            | Install High Visibility Crosswalk  | Signalization  |

## LOS AFTER MITIGATION MEASURES

Tables 23 through 25 summarize the LOS at the key intersections after mitigation measures are implemented.

Table 23. Automobile LOS at intersections requiring mitigation.

| Intersection                  | Control Type | Peak Hour | Existing + Proposed       |     |                    |     | E + P with Mitigation #1  |     |                    |     | E + P with Mitigation #2 |                           |     |                    |     |
|-------------------------------|--------------|-----------|---------------------------|-----|--------------------|-----|---------------------------|-----|--------------------|-----|--------------------------|---------------------------|-----|--------------------|-----|
|                               |              |           | Intersection <sup>1</sup> |     | Worst <sup>2</sup> |     | Intersection <sup>1</sup> |     | Worst <sup>2</sup> |     | Control Type             | Intersection <sup>1</sup> |     | Worst <sup>2</sup> |     |
|                               |              |           | Delay                     | LOS | Delay              | LOS | Delay                     | LOS | Delay              | LOS |                          | Delay                     | LOS | Delay              | LOS |
| 4. S. Weed Blvd & College Ave | OWSC         | AM        | 8.6                       | B   | 32.6               | D   | 3.5                       | A   | 46.4               | E   | -                        | -                         | -   | -                  | -   |
|                               |              | PM        | 50.2                      | F   | 246.2              | F   | 13.1                      | B   | 52.7               | F   | -                        | -                         | -   | -                  | -   |
| 5. Vista Dr & Shastina Dr     | TWSC         | AM        | 3.6                       | A   | 52.8               | F   | 4.2                       | A   | 15.5               | C   | Signalized               | 8.6                       | A   | -                  | -   |
|                               |              | PM        | 22.7                      | C   | 472.6              | F   | 19.4                      | B   | 313                | F   |                          | 19.4                      | C   | -                  | -   |

TWSC = Two-Way Stop Controlled Intersection

OWSC = One-Way Stop Controlled Intersection

<sup>1</sup>Whole intersection weighted average control delay expressed in seconds per pedestrian.

<sup>2</sup>The worst case delay is the approach of the street in which the pedestrian would incur the greatest delay.

Table 24. Pedestrian LOS at intersections requiring mitigation.

| Intersection               | Control Type | Peak Hour | Existing + Proposed       |     |                    |     | E + P with Mitigation #1  |     |                    |     | E + P with Mitigation #2 |                           |     |                    |     |
|----------------------------|--------------|-----------|---------------------------|-----|--------------------|-----|---------------------------|-----|--------------------|-----|--------------------------|---------------------------|-----|--------------------|-----|
|                            |              |           | Intersection <sup>1</sup> |     | Worst <sup>2</sup> |     | Intersection <sup>1</sup> |     | Worst <sup>2</sup> |     | Control Type             | Intersection <sup>1</sup> |     | Worst <sup>2</sup> |     |
|                            |              |           | Delay                     | LOS | Delay              | LOS | Delay                     | LOS | Delay              | LOS |                          | Delay/Score               | LOS | Delay/Score        | LOS |
| 3. S. Weed Blvd & Boles St | OWSC         | AM        | 457                       | F   | >600               | F   | 25.9                      | D   | 41.3               | E   | OWSC                     | 14.3                      | C   | 18.1               | C   |
|                            |              | PM        | >600                      | F   | >600               | F   | 94.8                      | F   | 178                | F   |                          | 32.0                      | E   | 52.7               | F   |
| 5. Vista Dr & Shastina Dr  | TWSC         | AM        | >600                      | F   | >600               | F   | 215                       | F   | 418                | F   | Signalized               | 2.2                       | B   | 2.8                | C   |
|                            |              | PM        | >600                      | F   | >600               | F   | >600                      | F   | >600               | F   |                          | 2.5                       | B   | 3.5                | D   |

TWSC = Two-Way Stop Controlled Intersection<sup>2.5</sup>

OWSC = One-Way Stop Controlled Intersection

<sup>1</sup>Whole intersection weighted average control delay expressed in seconds per pedestrian.

<sup>2</sup>The worst case delay is the approach of the street in which the pedestrian would incur the greatest delay.

Table 25. Automobile LOS at intersection as a result of proposed Pedestrian LOS.

| Intersection               | Control Type | Peak Hour | Existing + Proposed       |     |                    |     | E + P with PLOS Mitigation #2 |     |                    |     |
|----------------------------|--------------|-----------|---------------------------|-----|--------------------|-----|-------------------------------|-----|--------------------|-----|
|                            |              |           | Intersection <sup>1</sup> |     | Worst <sup>2</sup> |     | Intersection <sup>1</sup>     |     | Worst <sup>2</sup> |     |
|                            |              |           | Delay                     | LOS | Delay              | LOS | Delay                         | LOS | Delay              | LOS |
| 3. S. Weed Blvd & Boles St | OWSC         | AM        | 0.9                       | A   | 18.6               | C   |                               |     |                    |     |
|                            |              | PM        | 1.7                       | A   | 27.3               | D   | 1.8                           | A   |                    |     |

TWSC = Two-Way Stop Controlled Intersection

OWSC = One-Way Stop Controlled Intersection

<sup>1</sup>Whole intersection weighted average control delay expressed in seconds per pedestrian.

<sup>2</sup>The worst case delay is the approach of the street in which the pedestrian would incur the greatest delay.

#### CONCLUSION

The TIA concluded that only a few intersections were significantly affected by the growth induced by the proposed Plan. The significant effects can be successfully mitigated by the measures proposed in the TIA. Since the mitigation measures are minor in nature, they can be implemented in concurrence with development that occurs in the future.

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## C. RESPONSE TO COMMENTS ON THE NOTICE OF PREPARATION

### Introduction

The Response to Comments section of the EIR includes comment letters on the Weed General Plan EIR. On the Notice of Preparation, the City of Weed received comments from the United States Department of Fish and Wildlife. In accordance with CEQA Guidelines §15132(d), this Final EIR presents the City's response to comments submitted during the 2017 EIR review and consultation process.

Comment letters are presented in chronological order with the responses following the individual letters. Comment letters are reproduced in total and numerical annotation has been added as appropriate to delineate and reference the responses to those comments.

### Agency Comment Letters and Responses

The following agencies have submitted comments on the Notice of Preparation for the 2017 EIR.

| <b>Respondent</b>  | <b>Code</b> | <b>Contact Information</b>   | <b>Page</b> |
|--|-------------|--|-------------|
| <b>United States Department of Fish and Wildlife</b><br>Posted January 3, 2017 | <b>DFW</b>  | Region 1 – Northern<br>601 Locust Street<br>Redding, CA 96001<br>(530) 225-2138<br><i>Contact: Kristin Hubbard</i> |             |

### Copy of letter

(next page)



State of California – Natural Resources Agency  
 DEPARTMENT OF FISH AND WILDLIFE  
 Region 1 – Northern  
 601 Locust Street  
 Redding, CA 96001  
[www.wildlife.ca.gov](http://www.wildlife.ca.gov)

EDMUND G. BROWN JR., Governor  
 CHARLTON H. BONHAM, Director



December 20, 2016

RECEIVED

JAN - 3 2017

CITY OF WEED

Ron Stock  
 City Administrator  
 City of Weed  
 P.O. Box 490  
 Weed, CA 96094-0470

**Subject: Notice of Preparation for the 2040 General Plan for the City of Weed Draft Environmental Impact Report, State Clearinghouse Number 2016122001**

Dear Mr. Stock:

The California Department of Fish and Wildlife (Department) has reviewed the Notice of Preparation (NOP) of the Draft Environmental Impact Report (DEIR) for the 2040 General Plan for the City of Weed (Project). The Department offers the following comments and recommendations on the Project in our role as the State's trustee for fish and wildlife resources, and as a responsible agency under the California Environmental Quality Act (CEQA), California Public Resources Code section 21000 et seq. The following comments are intended to assist the Lead Agency in making informed decisions early in the Project development and review process.

**Project Description**

The Project description as provided in the NOP is the following:

*"The proposed project is a comprehensive update and replacement of the City's General Plan adopted in 1982. California law requires cities and counties to adopt a General Plan to guide future development. The General Plan is the foundation upon which all land use decisions are to be based. The Draft Weed General Plan accommodates new housing and jobs in anticipation of population growth in the county and the region through the year 2040."*

**Comments and Recommendations**

The Department appreciates the opportunity to comment on the Project relative to impacts to biological resources. The Department understands the General Plan Update is a planning document for which a program level Environmental Impact Report will be developed and that additional environmental review for site-specific

*Conserving California's Wildlife Since 1870*

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projects may be required. However, if there are individual actions or projects required by the General Plan Update or covered under the DEIR that will involve impacts to biological resources, the Department recommends they be addressed in the DEIR. To enable Department staff to adequately review and comment on the proposed Project, the Department recommends the following information be included in the DEIR, as applicable:

1. A complete assessment of the flora and fauna within and adjacent to the Project area should be conducted, with particular emphasis upon identifying special status species including rare, threatened, and endangered species. This assessment should also address locally unique species, rare natural communities, and wetlands. The assessment area for the Project should be large enough to encompass areas potentially subject to both direct and indirect Project affects. Both the Project footprint and the assessment area should be clearly defined and mapped in the DEIR.

DFW-1

- a. The Department's California Natural Diversity Database (CNDDDB) should be searched to obtain current information on previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code. In order to provide an adequate assessment of special-status species potentially occurring within the Project vicinity, the search area for CNDDDB occurrences should include all U.S.G.S 7.5-minute topographic quadrangles with Project activities and all adjoining 7.5-minute topographic quadrangles. The DEIR should discuss how and when the CNDDDB search was conducted, including the names of each quadrangle queried or why any areas may have been intentionally excluded from the CNDDDB query.
- b. A complete assessment of rare, threatened, and endangered plant, invertebrate, fish, wildlife, reptile, and amphibian species should be presented in the DEIR. Rare, threatened, and endangered species to be addressed shall include all those which meet the California Environmental Quality Act (CEQA) definition (see CEQA Guidelines § 15380).
- c. Species of Special Concern (SSC) status applies to animals generally not listed under the federal Endangered Species Act or the California Endangered Species Act, but which nonetheless are declining at a rate that could result in listing, or historically occurred in low numbers and known threats to their persistence currently exist. SSC's should be considered during the environmental review process.

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- d. Fully Protected (FP) animals may not be taken or possessed at any time and the Department is not authorized to issue permits or licenses for their incidental take<sup>1</sup>. FP animals should be considered during the environmental review process and all Project-related take must be avoided.
- e. A detailed vegetation map should be prepared, preferably overlaid on an aerial photograph. The map should be of sufficient resolution to depict the locations of the Project site major vegetation communities, and show Project impacts relative to each community type. The vegetation classification system used to name the polygons should be described. Special Status natural communities should be specifically noted on the map.

2. A thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts, should be included.

DFW-2

- a. The DEIR should present clear thresholds of significance to be used by the Lead Agency in its determination of environmental effects.
- b. CEQA Guidelines section 15125 directs that knowledge of environmental conditions at both the local and regional levels is critical to an assessment of environmental impacts and that special emphasis shall be placed on resources that are rare or unique to the region.
- c. In evaluating the significance of the environmental effect of the Project, the Lead Agency should consider direct physical changes in the environment which may be caused by the Project and reasonably foreseeable indirect physical changes in the environment which may be caused by the Project. Expected impacts should be quantified (e.g., acres, linear feet, number of individuals taken, volume or rate of water extracted, etc., to the extent feasible).
- d. Project impacts should be analyzed relative to their effects on off-site habitats and species. Specifically, this may include public lands, open space, downstream aquatic habitats, areas of groundwater depletion, or any other natural habitat or species that could be affected by the Project.

<sup>1</sup> Scientific research, take authorized under an approved NCCP, and certain recovery actions may be allowed under some circumstances; contact the Department for more information.

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- e. Impacts to and maintenance of wildlife corridor/movement areas and other key seasonal use areas should be fully evaluated and provided.
- f. A discussion of impacts associated with increased lighting, noise, human activity, impacts of free-roaming domestic animals including dogs and cats, changes in drainage patterns, changes in water volume, velocity, quantity, and quality, soil erosion, and/or sedimentation in streams and water courses on or near the Project area.
- g. A cumulative effects analysis shall be developed for species and habitats potentially affected by the Project. This analysis shall be conducted as described under CEQA Guidelines section 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts to species and habitats.

3. A range of alternatives should be analyzed to ensure the full spectrum of alternatives to the proposed Project are fully considered and evaluated. Alternatives which avoid or otherwise minimize impacts to sensitive biological resources should be identified.

DFW-3

4. Avoidance, minimization, and mitigation measures should be developed to reduce significant impacts to less than significant. Mitigation measures for adverse impacts to sensitive plants, animals, and habitats should be developed and thoroughly discussed. Mitigation measures should first emphasize avoidance and reduction of impacts. For unavoidable impacts, the feasibility of on-site habitat restoration or enhancement should be discussed. If on-site mitigation is not feasible, off-site mitigation through habitat creation, enhancement, and acquisition and preservation in perpetuity should be addressed.

DFW-4

5. The Department has responsibility for wetland and riparian habitats. It is the policy of the Department to strongly discourage development in wetlands or conversion of wetlands to uplands. We oppose any development or conversion which would result in a reduction of wetland or riparian acreage or wetland or riparian habitat values, unless, at a minimum, mitigation assures there will be "no net loss" of either wetland or riparian habitat values or acreage. The DEIR should demonstrate that no net loss of wetland or riparian habitat values or acreage will occur as a result of the Project.

DFW-5

6. A map with all entitled developments as well as new roadways and infrastructure should be included in the DEIR to assist with the cumulative impact analysis, if applicable.

DFW-6

Ron Stock, City Administrator  
 City of Weed  
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The Department appreciates the opportunity to provide comments early in the environmental review process. If you have any questions, please contact Kristin Hubbard, Environmental Scientist, at (530) 225-2138, or by e-mail at [Kristin.Hubbard@wildlife.ca.gov](mailto:Kristin.Hubbard@wildlife.ca.gov).

Sincerely,

**Curt Babcock**  
 Habitat Conservation Program Manager

cc: Ron Stock  
 City of Weed  
[stock@ci.weed.ca.us](mailto:stock@ci.weed.ca.us)

Kristin Hubbard, Amy Henderson, Michael R. Harris  
 California Department of Fish and Wildlife  
[Kristin.Hubbard@wildlife.ca.gov](mailto:Kristin.Hubbard@wildlife.ca.gov), [Amy.Henderson@wildlife.ca.gov](mailto:Amy.Henderson@wildlife.ca.gov),  
[Michael.R.Harris@wildlife.ca.gov](mailto:Michael.R.Harris@wildlife.ca.gov)

State Clearinghouse  
[state.clearinghouse@opr.ca.gov](mailto:state.clearinghouse@opr.ca.gov)

**Responses**

| Comment No. | Response   |
|-------------|--|
| DFW-1       | Comprehensive assessment of the flora and fauna – Refer to DEIR or FEIR sections and tables for discussion:<br>DEIR or FEIR Section 4.4. BIOLOGICAL RESOURCES<br>Table 4.4-1 Special Status Species Found Within Siskiyou County<br>Table 4.4-2 Special Status Species within Nine Quad Area around City of Weed |

|              |   |
|--------------|---|
|              | <p>Table 4.4-3 Migratory Birds of Concern<br/>                 Map 4.4-1 Sensitive Species Statewide Rank<br/>                 Map 4.4-2 Rare Plant Species Richness</p>  |
| <b>DFW-2</b> | <p>Direct, indirect, and cumulative impacts – Refer to Chapter 6 of DEIR or FEIR<br/>                 6.3.2.4. BIOLOGICAL RESOURCES<br/>                 6.4.2.4. BIOLOGICAL RESOURCES<br/>                 6.5.2.4. BIOLOGICAL RESOURCES</p>   |
| <b>DFW-3</b> | <p>Range of alternatives – Refer to Chapter 6 of DEIR or FEIR<br/>                 Table 6-2 Comparison of Development Alternatives<br/>                 6.3. BUSINESS AS USUAL (NO PROJECT) ALTERNATIVE<br/>                 6.4. MODERATE GROWTH ALTERNATIVE<br/>                 6.5. PROGRESSIVE GROWTH SCENARIO</p>  |
| <b>DFW-4</b> | <p>Avoidance, minimization, and mitigation measures – Refer to discussion pertaining to CEQA areas of analysis under DEIR or FEIR Section 4.4. BIOLOGICAL RESOURCES. For example:<br/>                 While Weed has documented special-status species and is surrounded by areas of relatively high rare species diversity, the proposed Plan does not propose development in existing wildlife or natural habitat areas. Infill development is prioritized in the preferred Plan scenario, new development will avoid sensitive areas, and areas of the City that are environmentally sensitive are intended to be preserved. The plan also includes policies and programs that support the preservation of special-status species in Weed and minimize the impacts associated with development under the plan, which are:<br/>                 PROGRAM CO 2.1.1.3<br/>                 Develop and implement creek clean-up and community clean-up programs to maintain healthy and clean aquatic environments.<br/>                 POLICY CO 3.1.1<br/>                 Comply with federal and state legislation regarding the protection of special-status species and habitats as defined by the US Fish and Wildlife Service.<br/>                 PROGRAM CO 3.1.1.1<br/>                 Require environmental review for new development to identify potential impacts on threatened and endangered plant and animal species.<br/>                 POLICY CO 3.2.1</p> |

|   |
|---|
| <p>New development shall not disturb any critical habitats identified through biological resources assessments</p> <p>PROGRAM CO 3.2.1.1</p> <p>Conduct biological resources assessments by a qualified biologist to inventory wildlife habitats, corridors and restoration needs</p> <p>POLICY CO 3.2.1</p> <p>Promote infill development that lessens the impacts of community growth on natural habitats.</p> <p>POLICY CO 3.2.2</p> <p>Development in areas with critical biological resources must be subjected to discretionary review.</p> <p>POLICY CO 5.1.1</p> <p>Preserve habitat linkages to provide wildlife corridors and protect natural wildlife ranges by prohibiting development in designated biological resource zones.</p> <p>PROGRAM CO 5.1.1.1</p> <p>Require evaluation, avoidance, and minimization of potential significant impacts as well as mitigation of unavoidable impacts to biological resources.</p> <p>POLICY CO 5.2.2</p> <p>The City shall plant large canopy shade trees where appropriate and with consideration to natural habitats and water conservation goals, to maximize environmental benefits.</p> <p>PROGRAM CO 5.2.2.3</p> <p>Develop and implement a landscape plan to preserve oak woodlands and critical vegetation.</p> <p>POLICY CO 6.1.1</p> <p>The City shall require evaluation of environmental impacts on proposed developments.</p> <p>PROGRAM CO 6.1.1.1</p> <p>Identify and protect environmentally sensitive areas.</p> <p>PROGRAM CO 6.1.1.2</p> <p>Maintain strong oversight of CEQA impact mitigations.</p> <p>POLICY CO 6.1.2</p> <p>The City shall prioritize redevelopment and infill projects to prevent urban sprawl.</p> <p>POLICY HO2.2.1</p> |
|---|

|              |   |
|--------------|---|
|              | <p>Increase the number of housing units within key growth areas.<br/> <b>PROGRAM HO 2.2.1.1</b><br/>                 Update the zoning code to include higher density and mixed-use land uses in key growth areas.<br/> <b>POLICY LU 1.3.2</b><br/>                 Preserve open space to retain the natural scenic beauty and ecology within Weed.<br/> <b>POLICY LU 2.1.1</b><br/>                 Prioritize infill development within key growth areas<br/>                 These policies and programs of the proposed 2040 General Plan along with the applicable federal, state, and local regulations would reduce the potential impacts of the plan to special-status species. Projects that would potentially occur in areas with special-status species will be subject to project-level environmental review in order to mitigate the impacts to the special-status species. Therefore, impacts from the proposed plan would be less-than significant.<br/>                 Applicable Regulations:<br/>                 Federal Endangered Species Act<br/>                 Migratory Bird Treaty Act<br/>                 California Endangered Species Act<br/>                 California Fish and Game Code<br/>                 California Native Plant Protection Act<br/>                 The Porter-Cologne Water Quality Control Act of 1960</p> |
| <b>DFW-5</b> | <p>Reduction of wetland or riparian acreage or habitat –<br/>                 Map 4.4-3 Mapped Riparian Habitat<br/>                 Map 4.4-4 Sensitive Habitat<br/>                 Map 4.4-5 Mapped Federally Protected Wetlands<br/>                 Map 4.4-6 Habitat Connectivity Areas</p>   |
| <b>DFW-6</b> | <p>Map of developments and infrastructure – Refer to Chapter 3. <b>PROJECT DESCRIPTION</b><br/>                 Map 3.3-1 General Land Use Map</p>  |
|              |   |

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## D. RESPONSE TO COMMENTS ON THE 2017 DRAFT EIR

### Introduction

The Response to Comments section of the EIR includes comment letters on the Weed General Plan EIR. In accordance with CEQA Guidelines §15132(d), this Final EIR presents the City's response to comments submitted during the 2017 EIR review and consultation process.

Comment letters are presented in chronological order with the responses following the individual letters. Comment letters are reproduced in total and numerical annotation has been added as appropriate to delineate and reference the responses to those comments.

### Agency Comment Letters and Responses

The following agencies have submitted comments on the 2017 Draft EIR.

| <b>Respondent</b>  | <b>Code</b>     | <b>Contact Information</b>   | <b>Page</b> |
|--|-----------------|--|-------------|
| <b>Department of Forestry and Fire Protection</b><br>Posted: June 15, 2017 | <b>CALFIRE</b>  | P.O. Box 126<br>Yreka, CA 96097<br>(530) 842-3516<br><i>Contact: Mike Rosan,<br/>Environmental Coordinator</i>           |             |
| <b>Ron Stock, Weed City Manager</b><br>Posted: June 26, 2017               | <b>RSTOCK</b>   | 550 Main Street<br>P.O. Box 490<br>Weed, CA 96094<br>(530) 938-5020<br><i>Contact: Ron Stock<br/>City Manager</i>        |             |
| <b>California Department of Fish and Wildlife</b><br>Posted: June 30, 2017 | <b>DFW</b>      | 601 Locust Street<br>Redding, CA 96001<br>(530) 225-2138<br><i>Contact: Kristin Hubbard,<br/>Environmental Scientist</i> |             |
| <b>Other Comments on the Draft General Plan</b>                            |                 |  |             |
| <b>Roseburg: A Forest Product Company</b><br>Posted: January 10, 2017      | <b>ROSEBURG</b> | 98 Mill Street<br>Weed, CA 96094<br>(530) 938-5734<br><i>Contact: Arne Hultgren,<br/>California Resource<br/>Manager</i> |             |
| <b>DEIR Meeting Attendees</b><br>Posted: June 10, 2017                     | <b>PUBLIC</b>   | Misc.  |             |

Copy of Letter: Department of Forestry and Fire Protection

RECEIVED

STATE OF CALIFORNIA—NATURAL RESOURCES AGENCY

JUN 15 2017

EDMUND GERALD BROWN JR, Governor



DEPARTMENT OF FORESTRY AND FIRE PROTECTION

P.O. Box 128
YREKA, CA 96097
(530) 842-3516
Website: www.fire.ca.gov

CITY OF WEED



June 12, 2017

Siskiyou County
ATTN: Britt Dveris
806 South Main Street
Yreka, CA 96097

Re: Draft Environmental Impact Report for the City of Weed General Plan, SCH# 2016122001

Dear Mr. Dveris:

Siskiyou CAL FIRE is in receipt of the above referenced Draft Environmental Impact Report. CAL FIRE would like to provide the following comments on the proposed project.

CAL FIRE has enforcement responsibility for requirements of the Z'berg-Nejedly Forest Practice Act of 1973. CAL FIRE is also the lead agency for those parts of projects involving the scope of the Forest Practice Act.

The following comments reflect the basic Resource Management policies of the Board of Forestry and Fire Protection and CAL FIRE on CEQA review requests. These policies apply to both Local and State Responsibility Areas.

1. If any timber operations (as defined by PRC Section 4527) are involved with a project, they must be approved by CAL FIRE prior to undertaking operations. A Timber Harvesting Plan (THP) may be required. A Timberland Conversion Permit (TCP) may also be required.

CALFIRE(a)

2. If a proposed project will result in the conversion of greater than three (3) acres of timberland to non-timber use, a TCP is required prior to undertaking any conversion operations. Provisions and procedures for filing an application for a TCP are found in Article 9, Division 4, Chapter 8 of the Public Resources Code. If the area to be converted is less than three acres, the project may qualify for a "Less Than 3-Acre Conversion Exemption" under the California Forest Practice Rules, Title 14, California Code of Regulations, Section 1104.

CALFIRE(b)

3. California Forest Practice Rules, Title 14, California Code of Regulations, Section 4.2 (Exemption for Conversion of Non-TPZ Land for Subdivision Development) allows exemption from the TCP rules if timber operations are conducted as a means to convert Non-TPZ land, three acres or larger, to subdivision development. A Notice of Exemption from Timberland Conversion Permit for Subdivision form will still be required. Please reference this section code for the exemption.

CALFIRE(c)

Thank you for the opportunity to review and comment on this proposal. If you need further assistance, please contact Mike Rosan via email at mike.rosan@fire.ca.gov or by telephone at 530-842-3516.

Sincerely,

PHILLIP R. ANZO, Unit Chief

Mike Rosan (handwritten signature)

By: MIKE ROSAN, Environmental Coordinator, RPF# 2579

cc: Plan Proponent

"The Department of Forestry and Fire Protection serves and safeguards the people and protects the property and resources of California."

**Responses: Department of Forestry and Fire Protection**

| <b>Comment No.</b> | <b>Response</b>   |
|--------------------|---|
| <b>CALFIRE(a)</b>  | <p>We agree that all projects shall require oversight from Local and State agencies as they are developed. Should any projects resulting from the adoption of the Weed 2040 General Plan require timber operations as defined by PRC Section 4527, they will be required to obtain the appropriate approvals from CAL FIRE.</p> <p>The Weed 2040 General Plan recognizes the need to protect and manage forest lands in a responsible manner. The goal of the Weed 2040 General Plan, set forth by the Conservation Element, is to minimize the amount of land that will be converted from forest land in order to protect timber resources. Additionally, the Land Use Element includes policies to increase infill development and reduce sprawl, resulting in minimized conversion of forest land. These goals are expressed in the following policy statements:</p> <p><b>CO Policy 4.1.2</b><br/>For new projects, the City shall require that roads and utility services be consolidated to minimize the environmental impact of development. The City should also require reseeding any disturbed ground.</p> <p><b>LU Policy 2.1.1</b><br/>Prioritize infill development within key growth areas.</p> <p><b>LU Policy 2.3.1</b><br/>Adopt regulations to limit sprawl</p> <p><i>LU Program 2.3.1.1</i><br/>Develop an urban growth boundary that limits sprawl without restricting development or causing an increase in property value</p> |
| <b>CALFIRE(b)</b>  | <p>All projects that result from the adoption of the Weed 2040 General Plan will undergo individual environmental review as they are developed. Should a proposed project result in the permanent conversion of greater than three acres of forest land, the City will be required to comply with all</p>   |

|                          |   |
|--------------------------|---|
|                          | <p>State regulations and requirements to obtain all necessary approvals, including a Timberland Conversion Permit (TCP) as per Section 1104 of the California Code of Regulations Title 14.</p> <p>Ag-4 states that the majority of vacant forestland within the City, currently zoned for non-forest use, will be rezoned as parks and open space. This saves approximately 325.3 acres from being converted to non-timber use.</p> <p>Comments noted. No change to the EIR necessary.</p>   |
| <p><b>CALFIRE(c)</b></p> | <ul style="list-style-type: none"> <li>• <b>AG-3</b> The proposed Plan <b>would not</b> 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 for Timberland production (as defined by Government Code section 51104(g)).</li> <li>• <del>There is no existing zoning for forestland or timberland within the Planning Area.</del></li> <li>• There is no existing zoning for forest or timberland within the planning Area. Pursuant to California Forest Practice Rules, Title 14, California Code of Regulations, Section 4.2, Cities are exempt from obtaining a Timberland Conversion Permit (TCP) if timber operations are conducted as a means to convert non-Timber Production Zoned (TPZ) land of three acres or larger into subdivision development. Since there are no TPZ lands within the City of Weed, conversion of timberland for the purpose of non-timberland uses will be exempt from obtaining a TCP.</li> <li>• Applicable Regulations:             <ul style="list-style-type: none"> <li>• Public Resources Code sections 12220(g) and 4526</li> <li>• Government Code section 51104(g)</li> <li>• California Code of Regulations, Title 14, Section 4.2</li> </ul> </li> <li>• Significance Before Mitigation: No Impact</li> </ul> |

## Copy of Letter: Ron Stock, Weed City Manager

### Updated General Plan

RS

Ron Stock

Reply

Mon 6/26/2017 3:29 PM

To: cnuworso@calpoly.edu

Cc: keithmckinley9@gmail.com

Cornelius,

As we finish the public comment period of the EIR for the Updated General Plan I wanted to make you aware of a conversation I had today.

I met with a delegation of interested persons from Lake Shastina including a majority of their current special district board, to discuss the possibility of annexation to the City of Weed. This is not the first time that this discussion has occurred, it has been a point of discussion at least 3 times in the 5 ½ years I have been City Manager in Weed. As you know, state law does not mandate that annexations conform to local general plans beyond requiring that “the decision of the (LAFCO) commission with regard to a proposal to annex territory to a city shall be based upon the general plan and the rezoning of the “ (56375)(a)(7) However, the commission can and often does consider “consistency with the city or county general and specific plans. And state law has a number of references that attempt to link local land use and open-space policies to the annexation process.

RSTOCK(a)

Although the City’s General Plan may be reviewed and updated at any time, I believe that consideration should be given to adding a provision to the Draft General Plan before its adoption to allow further discussion on this issue.

A few years ago the County looked at the incorporation of Lake Shastina and the numbers simply did not pencil out. Lake Shastina is primarily a residential enclave with minimal commercial development and few opportunities for additional development. Residential development generally does not pay its way. The County’s look at incorporation basically indicated that expenses would exceed income by something in the neighborhood of \$100,000. That was, of course, based on what was then the level of service enjoyed by the community. Annexation by Weed is likely to result in a deficit of income to expense by more than double this due to the level of service we provide to our community. As such, it remains somewhat unlikely that the Councilors of Weed would vote in favor of an annexation, but not entirely out of the question either for annexation would improve some revenues of the state which are divided pro rata and a number of our residents moved to Lake Shastina following the Boles Fire. Adding Lake Shastina and the average household income in that community to the demographics of the City of Weed would make our community a stronger trade area and thus a better location for business expansion. These other and similar issues could result in support of the proposal.

I would hate for our current efforts to result in no change, thus requiring an amendment to the General Plan and an increase in the cost of a later annexation. It would make an “iffy” proposition all that more unlikely and create a roadblock that might prohibit an outcome that is positive for all involved. What are your thoughts on this?

Ron Stock

Weed City Manager

| Comment No. | Response   |
|-------------|--|
| RSTOCK(a)   | Comments regarding the economic impacts of the annexation of Siskiyou County lands into the City of Weed have been noted. Analysis of economic impacts as a result of adoption of the General Plan is not required under the California Environmental Quality Act. Therefore, no change to the EIR is necessary. |

RSTOCK(a)

A Travel Center on the SW corner of Vista and I-5

RS

A Travel Center on the SW corner of Vista and I-5

RS

Ron Stock

Reply

Wed 8/16/2017 3:25 PM

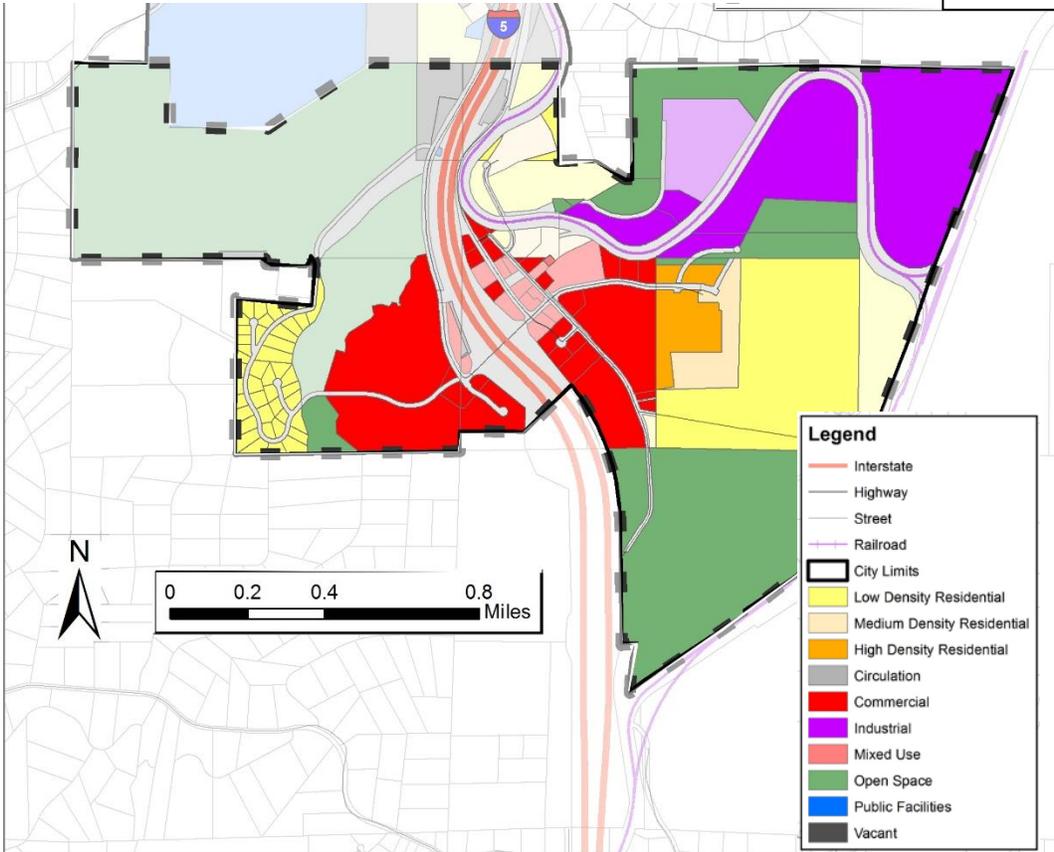
To: [keithmckinley9@gmail.com](mailto:keithmckinley9@gmail.com); [cnuworso@calpoly.edu](mailto:cnuworso@calpoly.edu)

Cc: [marianne.lowenthal@ascentenvironmental.com](mailto:marianne.lowenthal@ascentenvironmental.com)

As the planners most familiar with our current update of the General Plan, can you tell me if you believe it is necessary to amend the current General Plan (which should be replaced before the end of the year) or modify the proposed Update of the General Plan that we will begin the process of adopting next month to accommodate a travel center at the above location? It will include a convenience store, two fast-food restaurants, a maintenance building, and have fueling stations (16 for cars and 8 for trucks). It is proposed to operate 24 hours a day and we anticipate traffic of 600 trucks visits and 1200 car visits to the site per day.

RSTOCK(b)

**Responses: Ron Stock, Weed City Manager**

| Comment No. | Response  |
|-------------|---|
| RSTOCK(b)   | <p>The Draft Plan adds neighborhood commercial along Vista Drive west of I-5. Therefore the addition of a Travel Center on the SW corner of Vista and I-5 is a consistent and easy modification of the Draft Plan. Indeed a travel center west of I-5 can reduce the amount of maneuvering southbound traffic needs to undertake to access the travel center east of I-5. Given that much of the traffic to use the travel center on the west is already on I-5 and most likely uses the travel center on the east, we would not expect significant change in the numbers for emissions and traffic flow. The proposed location is the area previously shown as a green patch (open space) along the stubby end of South Weed Boulevard to the south of what should be renamed West Vista Drive. This would be an ideal area for the west travel center. Here updated map of the area:</p> <div data-bbox="1315 802 1539 894" style="border: 1px solid black; padding: 5px; display: inline-block;">RSTOCK(b)</div>  |

**Copy of Letter: California Department of Fish and Wildlife**



Edmund G. Brown Jr.  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit

RECEIVED

JUL - 7 2017

CITY OF WEED



Ken Alex  
Director

July 3, 2017

Ron Stock  
City of Weed  
550 Main St  
Weed, CA 96094-0470

Subject: Draft Environmental Impact Report for the City of Weed General Plan  
SCH#: 2016122001

Dear Ron Stock:

The enclosed comment (s) on your Draft EIR was (were) received by the State Clearinghouse after the end of the state review period, which closed on June 26, 2017. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2016122001) when contacting this office.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Morgan".

Scott Morgan  
Director, State Clearinghouse

Enclosures  
cc: Resources Agency



State of California – Natural Resources Agency  
 DEPARTMENT OF FISH AND WILDLIFE  
 Region 1 – Northern  
 601 Locust Street  
 Redding, CA 96001  
[www.wildlife.ca.gov](http://www.wildlife.ca.gov)

**EDMUND G. BROWN JR., Governor**  
**CHARLTON H. BONHAM, Director**



June 30, 2017

Ron Stock  
 City Administrator  
 City of Weed  
 P.O. Box 490  
 Weed, CA 96094-0470

**Subject: Draft Environmental Impact Report for the City of Weed 2040 General Plan, State Clearinghouse Number 2016122001**

Dear Mr. Stock:

The California Department of Fish and Wildlife (Department) has reviewed the Draft Environmental Impact Report (DEIR) for the City of Weed 2040 General Plan (2040 General Plan). As a trustee for the State's fish and wildlife resources, the Department has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and their habitat. As a responsible agency, the Department administers the California Endangered Species Act (CESA) and other provisions of the Fish and Game Code (FGC) that conserve the State's fish and wildlife public trust resources. The Department offers the following comments and recommendations on this Project in our role as a trustee and responsible agency pursuant to the California Environmental Quality Act (CEQA), California Public Resources Code section 21000 et seq.

### **Project Description**

The Project description, as provided in the DEIR, is as follows:

*"The proposed project is a comprehensive update of the City's 1982 General Plan. California law requires cities and counties to adopt a General Plan to guide future development. The General Plan is the foundation upon which all land use decisions are to be based. The Draft Weed General Plan accommodates new housing and jobs in anticipation of population growth in the County and the region through the year 2040."*

### **Comments and Recommendations**

The Department appreciates the opportunity to comment on the Project, relative to impacts to biological resources. The Department understands the 2040 General Plan is a planning document for which a program level EIR has been developed. Additional environmental review for site-specific projects may be required, such as those requiring discretionary approval and projects occurring in areas with special-status

*Conserving California's Wildlife Since 1870*

Ron Stock  
 City of Weed  
 June 30, 2017  
 Page 2

species or sensitive habitats. However, if there are individual actions or projects required by the 2040 General Plan or covered under the DEIR that will involve impacts to biological resources, the Department recommends that they be addressed in the DEIR.

The Department commented on the Notice of Preparation (NOP) for this Project on December 20, 2016.

### Special-Status Species

The DEIR's analysis of special-status species only includes species that are listed, proposed for listing, or candidates for listing under the federal and State Endangered Species Acts. The DEIR does not include discussion regarding the Department's designated Species of Special Concern or Fully Protected species, as was recommended in our NOP letter, or plants listed on the California Native Plant Society's Inventory of Rare and Endangered Plants, (CNPS Inventory).

DFW(a)

Species of Special Concern status applies to animals generally not listed under the federal or State Endangered Species Act, but which nonetheless are declining at a rate that could result in listing, or historically occurred in low numbers and known threats to their persistence currently exist (see CEQA Guidelines, § 15380 and CEQA Guidelines Appendix G (IV)(a)). Species of Special Concern should be considered during the environmental review process. CEQA requires State agencies, local governments, and special districts to evaluate and disclose impacts from "projects" in the State. Section 15380 of the CEQA Guidelines clearly indicates that Species of Special Concern should be included in an analysis of project impacts if they can be shown to meet the criteria of sensitivity outlined therein.

Sections 15063 and 15065 of the CEQA Guidelines, which address how an impact is identified as significant, are particularly relevant to Species of Special Concern. Project-level impacts to listed (rare, threatened, or endangered species) species are generally considered significant thus requiring lead agencies to prepare an Environmental Impact Report to fully analyze and evaluate the impacts. In assigning "impact significance" to populations of non-listed species, analysts usually consider factors such as population-level effects, proportion of the taxon's range affected by a project, regional effects, and impacts to habitat features. More information regarding Species of Special Concern can be found at:  
<https://www.wildlife.ca.gov/Conservation/SSC>.

The Department designates certain animals as Fully Protected in FGC sections 3455, 4700, 5050, and 5515. Fully Protected species may not be taken or possessed at any time and the Department is not authorized to issue permits or licenses for their incidental take<sup>1</sup>. Fully Protected species should be considered during the environmental review process and all Project-related take must be avoided.

<sup>1</sup> Scientific research, take authorized under an approved NCCP, and certain recovery actions may be allowed under some circumstances; contact the Department for more information.

Ron Stock  
 City of Weed  
 June 30, 2017  
 Page 3

California Rare Plant Ranked plants either meet the definitions of CESA and are eligible for state listing (Rank 1, 2 and 3 species) or may be significant locally (Rank 4 species). Impacts to species listed as California Rare Plant Rank 1, 2, and 3 or their habitat must be analyzed during preparation of environmental documents relating to CEQA, as they meet the definition of Rare or Endangered under CEQA Guidelines section 15125 (c) and/or section 15380. Impacts to species listed as California Rare Plant Rank 4 should be analyzed when impacts will occur to populations at the periphery of a species' range, in areas where the taxon is uncommon or has sustained heavy losses, in areas where populations exhibit unusual morphology or occur on unusual substrates, or at the type locality for the population.

DFW(a)

The Department recommends updating the impact analysis, Table 4.4-1 and Table 4.4-2 in the DEIR to include Species of Special Concern, Fully Protected species, and plants listed on the CNPS Inventory.

#### Wetland and Riparian Habitat

The DEIR utilizes the Department's Areas of Conservation Emphasis (ACE-II) for analysis of riparian habitat and sensitive natural communities. The ACE-II mapping is a coarse-scale analysis that shows broad patterns of biological diversity across the state. As such, it should not replace the need for site-specific surveys, and is intended to be used in conjunction with local information and project-specific surveys and analysis.

DFW(b)

The DEIR acknowledges that the future development and growth proposed in the 2040 General Plan has the potential to have adverse effects on wetland and riparian habitat, but concludes that existing regulations would mitigate these effects to less than significant. The Department has responsibility for wetland and riparian habitats and considers impacts to these habitats significant. According to the Department's 2014 Technical Memorandum<sup>2</sup>, an estimated 93 to 98 percent of California's riparian habitat has been converted to other land uses. California's wetland and riparian habitats are essential for a wide variety of important resident and migratory fish and wildlife species. The role of riparian habitat in supporting biodiversity is well documented and its relative ecologic importance greatly exceeds the proportion of the landscape it occupies. Natural riparian corridors are the most diverse, dynamic, and complex terrestrial habitat type, and thus, they play an essential role in conserving regional biodiversity. Because of their seasonal or year-round water supply, cool microclimate, productivity, nutrient cycling and food availability, wetlands and riparian habitats are vital to the majority of California's wildlife species. Wetlands and riparian corridors also serve as important wildlife migration and dispersal routes for both aquatic and terrestrial wildlife. Riparian areas provide an ecological linkage or transition between aquatic and terrestrial habitats and directly affect the delivery, routing, and composition of water, nutrients, sediment, and wood into and through a stream system.

<sup>2</sup> California Department of Fish and Wildlife. 2014. Technical Memorandum. Development, Land Use, and Climate Change Impacts on Wetland and Riparian Habitats – A Summary of Scientifically Supported Conservation Strategies, Mitigation Measures, and Best Management Practices. 53 pages.

Ron Stock  
 City of Weed  
 June 30, 2017  
 Page 4

California's wetland and riparian habitat has been identified as the most critical habitat for conserving Neotropical migrant birds. Of the 63 bird taxa designated as California Species of Special Concern, 27 taxa (43 percent) primarily utilize wetland habitats and another 11 taxa (17 percent) are riparian forest inhabitants. A combined total of 60 percent of California's bird Species of Special Concern are dependent upon wetland and riparian habitats, demonstrating both ecological importance and the threat to these habitats.

Native fish populations are dependent upon healthy aquatic ecosystems. Wetland, riparian vegetation, and associated floodplain provide many essential benefits to stream and river fish habitat. These features influence channel geomorphology and stream flow by providing channel roughness, bank stability, habitat heterogeneity and complexity. Riparian forests provide thermal protection, shade, and large woody debris. Large woody debris stabilizes substrate, provides shelter and cover from predators, facilitates pool establishment and maintenance, maintains spawning bed integrity, and creates habitat for aquatic invertebrate prey. Wetland and riparian areas also provide critical fish habitat in the form of off-channel and back-water winter-rearing sites and floodwater refugia.

DFW(b)

It is the policy of the Department to strongly discourage development in wetlands or conversion of wetlands to uplands. We oppose any development or conversion which would result in a reduction of wetland or riparian acreage or wetland or riparian habitat values, unless, at a minimum, mitigation assures there will be "no net loss" of either wetland or riparian habitat values or acreage. Mitigation ratios of 1:1, as proposed in the DEIR, have been shown to result in an overall net loss of habitat, and are not often supported by the Department. Mitigation ratios developed for projects that will result in negative effects on wetlands or riparian habitats should ensure that no net loss of wetland or riparian habitat values or acreage will occur as a result of the project.

The Department recommends developing a policy or program that specifically addresses sensitive wetland and riparian habitats, ensures preservation of existing habitats through the environmental review process, and requires minimum non-development setbacks or protective buffers. These setbacks and buffers should be developed in consultation with resource agencies and be measured from the top-of-bank or the outside edge of existing vegetation, whichever is greater.

#### Regulatory Framework

The DEIR lists multiple regulations under the Environmental Setting heading of the Biological Resources section. The Department recommends adding a discussion of FGC section 1600 et seq., which requires the Department to be notified for any activity that will substantially divert or obstruct the natural flow of, or substantially change or use any material from the bed, channel, or bank of, any river, stream, or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake. Further information about the Lake or Streambed Alteration notification process can be found at:

<https://www.wildlife.ca.gov/conservation/lsa>.

DFW(c)

Ron Stock  
City of Weed  
June 30, 2017  
Page 5

Goals, Objectives, Policies, and Programs

The Department supports the goals, objectives, policies, and programs of the 2040 General Plan that have been developed to protect sensitive natural resources, preserve special-status species, and minimize impacts on biological resources associated with development under the 2040 General Plan. The following are recommendations to further protect biological resources.

DFW(d)

Objective CO 3.1 and Program CO 3.1.1.1 should include special-status species as discussed above, not just those listed as threatened and endangered. Policy CO 3.1.1 should include the California Department of Fish and Wildlife.

The Department is available to assist with the development of programs focused on biological resources, including, but not limited to, the development of the landscape plan to preserve oak woodlands and critical vegetation (Program CO 5.2.2.3) and the identification and protection of environmentally sensitive areas (Program CO 6.1.1.1).

The Department appreciates the opportunity to provide comments on the DEIR. If you have any questions, please contact Kristin Hubbard, Environmental Scientist, at (530) 225-2138, or by e-mail at [Kristin.Hubbard@wildlife.ca.gov](mailto:Kristin.Hubbard@wildlife.ca.gov).

Sincerely,



**Curt Babcock**  
Habitat Conservation Program Manager

ec: Ron Stock  
City of Weed  
[stock@ci.weed.ca.us](mailto:stock@ci.weed.ca.us)

State Clearinghouse  
[state.clearinghouse@opr.ca.gov](mailto:state.clearinghouse@opr.ca.gov)

Kristin Hubbard, Michael R. Harris  
California Department of Fish and Wildlife  
[Kristin.Hubbard@wildlife.ca.gov](mailto:Kristin.Hubbard@wildlife.ca.gov), [Michael.R.Harris@wildlife.ca.gov](mailto:Michael.R.Harris@wildlife.ca.gov)

**Responses: California Department of Fish and Wildlife**

| <b>Comment No.</b> | <b>Response</b>  |
|--------------------|--|
| <b>DFW(a)</b>      | <p><b>Species of special concern</b></p> <p>Comprehensive assessment of the flora and fauna – Refer to DEIR or FEIR sections and tables for discussion:</p> <p>DEIR or FEIR Section 4.4. BIOLOGICAL RESOURCES</p> <p>Table 4.4-1 Special Status Species Found Within Siskiyou County</p> <p>Table 4.4-2 Special Status Species within Nine Quad Area around City of Weed</p> <p>Table 4.4-3 Migratory Birds of Concern</p> <p>Map 4.4-1 Sensitive Species Statewide Rank</p> <p>Map 4.4-2 Rare Plant Species Richness</p>  |
| <b>DFW(b)</b>      | <p>Goal CO-5 in the Weed 2040 General Plan addresses the need to balance a relationship between nature and the built environment. Objective CO 5.1 seeks to protect Weed's natural setting from urban development encroachment. However, policies under these headings do not specifically mention sensitive wetlands or riparian habitats. In order to help preserve the integrity of sensitive wetlands and riparian habitats within the City of Weed, the following policies and programs will be added to the Conservation Element of the Weed 2040 General Plan:</p> <p><b>Policy CO 5.1.2</b></p> <p>Protect Sensitive Wetlands and Riparian Habitats within the City of Weed to ensure "no net loss" of these habitats after development.</p> <p><b>Program CO 5.1.2.1</b></p> <p>Work with the Department of Fish and Wildlife and other resources agencies to determine a minimum setback from wetlands and riparian habitats.</p> <p><b>Program CO 5.1.2.2</b></p> <p>Based on the setback determination, develop a zoning overlay for sensitive wetlands and riparian habitats in which no development shall be allowed.</p> <p><del><b>BIO – 2</b> The proposed plan will have less than significant substantial adverse effect on any riparian habitat or other sensitive natural community</del></p> |

|                      |  |
|----------------------|--|
|                      | <p><del>identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.</del></p> <p><b>BIO – 2</b> The proposed plan will have <b>potentially significant</b> 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 Game or U.S. Fish and Wildlife Service.</p> <p><del><b>BIO – 3</b> The proposed Plan would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, verbal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.</del></p> <p><b>BIO – 3</b> The proposed Plan would have <b>potentially significant</b> substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, verbal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.</p> |
| <p><b>DFW(c)</b></p> | <p><b>Fish and Game Code Sections 1600-1616</b></p> <p>This code states that an entity may not substantially divert or obstruct the natural flow of any stream, river or lake. Additionally, the entity may not use any material from the bank, bed, channel, or lake, or dispose of any debris, waste, or other material containing crumbled, flaked, or ground pavement unless the Department of Fish and Wildlife receives written notification of the activity. Once notification is complete, the Department determines if there are any substantial adverse effects associated with the activity. If the activity is determined to have substantial adverse effects, the Department may draft an agreement with the entity that may include measures to protect potentially affected resources.</p>  |
| <p><b>DFW(d)</b></p> | <p><b>Objective CO 3.1</b></p> <p>Protect state and federally listed candidate, threatened, <del>and</del> endangered species, and California Species of Special Concern, that reside within city limits.</p> <p><b>Program CO 3.1.1.1</b></p> <p>Require environmental review for new development to identify potential impacts on threatened and endangered plant and animal species, as well as California Species of Special Concern.</p>  |

## Copy of Letter: Roseburg: A Forest Product Company



January 10, 2017

Mr. Cornelius Nuworsoo  
[cnuworso@calpoly.edu](mailto:cnuworso@calpoly.edu)  
California Polytechnic State University  
College of Architecture and Environmental Design, City and Regional Planning Department  
Building 05-212A  
1 Grand Avenue  
San Luis Obispo, CA 93407

RE: Response to City of Weed 2040 General Plan (DRAFT April 15, 2016) [emailed]

Dear Cornelius:

I want to thank you and the CalPoly student team for the initial effort at crafting a General Plan for the City of Weed. As you know, Roseburg Forest Products is surrounded by the City yet we remain a large area that is unincorporated. This is due to the historic character of Weed in which the residential area was an integral part of a large forest products enterprise that originated in the 1880's. The City followed in 1961 as the chosen entity to provide for municipal services.

Attached are some comments & suggested revisions related to the General Plan that I hope you will consider as you develop the final document. I would like to offer our assistance gathering information necessary to reflect of the characteristics of the sphere of influence, especially as related to municipal services.

Sincerely,

A handwritten signature in blue ink that reads 'Ame Hultgren'.

Ame Hultgren  
California Resource Manager

**Comments:** *“DRAFT City of Weed General Plan (April 15, 2016)”<sup>1</sup>*

**Commenter:** Roseburg Forest Products  
 98 Mill Street  
 Weed, CA 96094  
 Arne Hultgren, (arneh@rfpco.com)  
 CA Resource Manager

| Page #; paragraph. | Comment  |
|--------------------|--|
| P. 7; para 4       | <p><i>“blue-collar jobs”</i> is a vague descriptor. It would be more appropriate to use <i>“skilled and semi-skilled, manufacturing jobs”</i></p>  |
| P. 7; para 4       | <p><i>“acquiring a bad reputation”</i> a subjective remark, that is completely inappropriate without foundation. The size of the mill has not changed significantly and the reference to a steady decline is also not accurate. Roseburg has invested millions to keep the operation competitive with other global facilities. It operates 6 days/week, 20 hours/day and processes nearly 90mmbf of logs annually while sustaining a payroll of about 175 FTE’s.</p> <p>Last sentence is a non-sequitur and makes no connection between Roseburg and sustainability. The silence suggests a <u>lack</u> of sustainability. Roseburg in fact supplies its Weed operations with sustainable harvests from its surrounding 170,000 acres that are annually audited by the global NGO “Forest Stewardship Council”. They are managed to provide high quality forest products over a 100-year planning horizon. This planning is checked and certified by the State of California to meet those standards. We suggest starting a new paragraph and explaining how these 3 core businesses are, or are not, “sustainable industries”, and include the definition of “sustainable”.</p> |

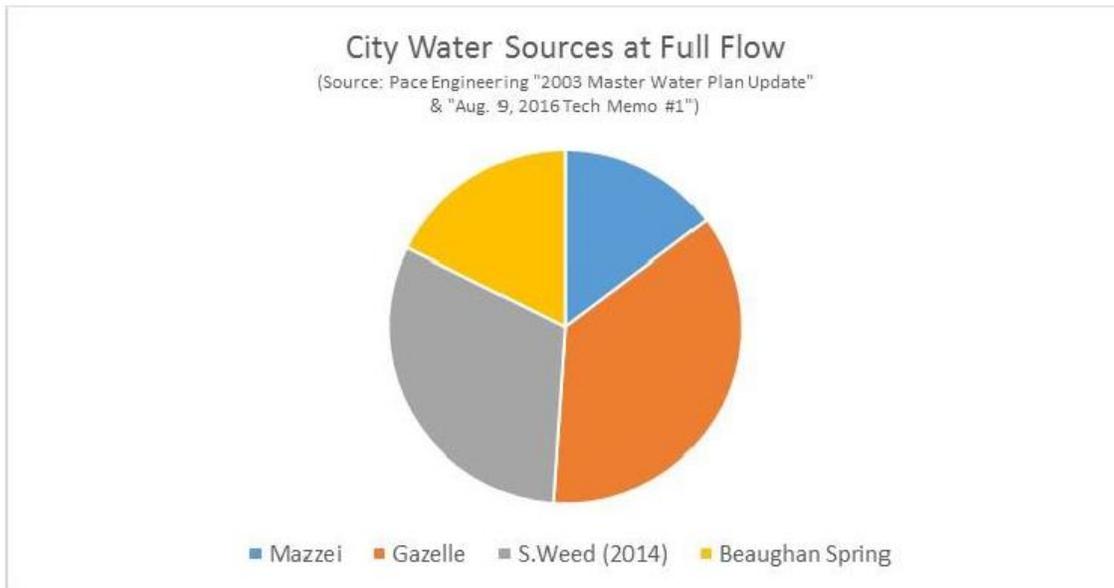
ROSEBURG(all)

<sup>1</sup> URL: [https://weedca.govoffice3.com/index.asp?SEC=96DE65B4-54BD-4A8B-BD8A-80C6251EE7F0&DE=5E393148-0717-49E9-A726-920AA98500C5&Type=B\\_PR](https://weedca.govoffice3.com/index.asp?SEC=96DE65B4-54BD-4A8B-BD8A-80C6251EE7F0&DE=5E393148-0717-49E9-A726-920AA98500C5&Type=B_PR) (accessed December 7, 2016)

|                     |   |
|---------------------|---|
| P. 15; para 4       | Roseburg Lumber has not existed as a commercial entity for over 25 years. We should be referenced by our legal name, "Roseburg Forest Products Co."<br>Also reword the sentence to read: "Currently, Roseburg [Forest Products Co.] is one of two remaining lumber mills in the County."                        |
| P. 58; para 2       | No such entity as "Roseburg Lumber Mill"; revise as noted above.  |
| P. 60, para 1       | "Steep Slopes" undefined; need to specify a numeric threshold.  |
| P. 64; para 1       | Revise company name, as noted above.  |
| P. 64; para 1       | Also, if the Weed VFD is eligible for historic registration, then so would most of the mill complex, nearly all of which was built before the City was incorporated. Suggest this be deleted as 'speculative', as it lies outside the City, unless this determination was made by a Professional Archaeologist. |
| P. 64; para 1       | Also, "Shasta Inn and Weed Lumber Company Boarding House" burned down in the 2014 Boles Fire. They no longer exist.   |
| P. 74; para 3       | Naming consistency, noted above.  |
| P. 74; para 3       | Consistency: The vacant land next to Charlie Byrd Park was acquired by the Weed Parks & Recreation District and has a project planned. (Noted on p. 172 et al)  |
| P. 173; table 5.3.2 | Notes a significant New Acreage of Other Open Space, but fails to disclose where this might be.   |
| P. 174; para 3      | Limits of water supply: This paragraph should include the recommendation from the 2003 <i>Master Water Plan Update</i> that an additional 7 wells be drilled to provide for future growth, thus water may not be a limiting factor.   |
| P. 174; para 4      | Change "mediation" to "mitigation"  |
| P. 179; para 1      | Naming consistency.   |
| P. 179; para 1      | 2016 Agreement (MOA) term is will last up to 15-years at the City's option; Water volume noted here is incorrect; it should read "up to 969,840 gallons/day" (which is 1.5 cfs).  |
| P. 179; para 1      | Likely you mean <i>per household (of four)?</i>   |

|                       |   |
|-----------------------|---|
|                       | <p>Paragraph also fails to note that 542 gallons [per household] is nearly <i>double</i> the State average and the City system has up 35% of its volume unaccounted for<sup>2</sup>.<br/>                 Paragraph fails to note the contribution of 3 <u>existing</u> wells, meaning that Beaughan Spring represents 18% of the City’s total potential supply. (See Fig. 1)</p> |
| <p>P. 179; para 3</p> | <p>The City’s stormwater discharge onto Roseburg Forest Products property in the School Hill/Stringtown neighborhoods creates a potential regulatory burden. The Parties have agreed in the <i>2016 Memorandum of Agreement</i> to develop a plan to manage this discharge problem in the future.</p>   |

Figure 1



<sup>2</sup> "Technical Memorandum No. 1 – Water Use Summary and Analysis", Pace Engineering to City of Weed, August 9, 2016, a public document.

**Responses: Roseburg: A Forest Product Company**

| <b>Comment No.</b> | <b>Response</b>   |
|--------------------|---|
| ROSEBURG(all)      | Comments are largely symantic or editorial and apply to the General Plan, but not the Draft EIR. Comments are taken into consideration, as requested, in making edits to the updated General Plan submitted for Planning Commission review and subsequent Council approval. |

**Miscellaneous Comments: DEIR Meeting Attendees (June 10, 2017)**

| <b>Respondent</b>                | <b>Comment</b>  |
|----------------------------------|---|
| Eric Zeller<br><b>PUBLIC-1</b>   | Asked if the proposed Loves truck stop in the South Weed corridor fits into the EIR for the Weed 2040 General Plan.   |
| Paul Engstrom<br><b>PUBLIC-2</b> | Wanted those attending the community meeting to know that the City Manager wants to keep South Weed commercial only instead of including residential opportunities as prescribed by the Weed 2040 General Plan. |
| Ken Palfini<br><b>PUBLIC-3</b>   | Expressed concerns about light pollution and sign height limits at the South Weed interchange.  |
| Lucy Hill<br><b>PUBLIC-4</b>     | Asked if the Weed 2040 General Plan takes into account the residential areas just outside of City Limits.   |
|                                  | Asked if EIR analyses circulation outside of City limits and how the proposed General Plan would impact these areas.  |
|                                  | Asked if existing schools can accommodate an increase in student population.  |
|                                  | Asked if there has been a proposal to re-route North/South Weed Boulevard connecting I-5 to Highway 97.   |
| Rebecca Sluss<br><b>PUBLIC-5</b> | Asked if apartment housing would be subsidized  |
|                                  | Asked how increasing sewage infrastructure might affect current developments north of the golf course.  |
|                                  | Asked if the golf course is going to be consulted on development in North Weed.   |
|                                  | Stated that she wants sign height limits decreased and light pollution mitigated.   |
|                                  | Expressed that she wants design consistency between buildings, especially in downtown.  |
|                                  | Expressed concern about air quality, especially in regards to the proposed Loves truck stop, and wants idling laws enforced.  |
|                                  | Expressed concern about the recycling options in the City.  |
|                                  | Expressed concern with human trafficking along I-5, particularly child safety with the new Loves truck stop.  |

**Responses: DEIR Meeting Attendees**

| <b>Respondent</b>                | <b>Comment</b>  | <b>Response</b>  |
|----------------------------------|---|--|
| Eric Zeller<br><b>PUBLIC-1</b>   | Asked if the proposed Loves truck stop in the South Weed corridor fits into the EIR for the Weed 2040 General Plan.   | Yes, given that there is a truck stop already on the east side of the I-5 and Vista Drive interchange. However location must be carefully chosen to foster compatibility with other land uses. The project would be analyzed under the new General Plan and would require a project-specific environmental review.   |
| Paul Engstrom<br><b>PUBLIC-2</b> | Wanted those attending the community meeting to know that the City Manager wants to keep South Weed commercial only instead of including residential opportunities as prescribed by the Weed 2040 General Plan. | That is the concept under the old General Plan and zoning code. The City has discretion to keep it so.   |
| Ken Palfini<br><b>PUBLIC-3</b>   | Expressed concerns about light pollution and sign height limits at the South Weed interchange.  | Signage and lighting are typically regulated through City ordinance. None of the thresholds in Appendix G of the CEQA Guidelines specifically mention signage. However, under threshold AE-5, cumulative impacts to aesthetics were found to be less-than-significant. Additionally, AE-4 determines that implementation of the proposed Plan would have less than significant impacts with regard to new sources of lighting creating glares that would affect day or nighttime views.. Council can set standards and guidelines as implementation tools under the new General Plan |
| Lucy Hill                        | Asked if the Weed 2040 General Plan takes into  | Yes, creation of South Weed neighborhood fosters a contiguous  |

|                                  |  |   |
|----------------------------------|--|---|
| <b>PUBLIC-4</b>                  | account the residential areas just outside of City Limits.   | rather than isolated community with existing properties.  |
|                                  | Asked if EIR analyses circulation outside of City limits and how the proposed General Plan would impact these areas. | The Weed 2040 General Plan states that the planning area does not extend beyond City limits. It does, however, consider effects of the proposed Plan outside of City limits as they relate to connectivity of goods and services to residents of Weed. Traffic generated by existing properties included in traffic volume counts analyzed for interchange area.                  |
|                                  | Asked if existing schools can accommodate an increase in student population.   | Yes, existing schools operate below State class averages. Available capacity can accommodate projected population growth.   |
|                                  | Asked if there has been a proposal to re-route from downtown the connection between I-5 and US 97.                   | There is no proposal in the proposed Weed 2040 General Plan to re-route North/South Weed Boulevard connecting I-5 to Highway 97. Should this project be proposed, it would be outside the scope of this EIR and would require its own environmental review. This issue is in Caltrans' domain. No such plans on the books. Safety data does not support such a need at this time. |
| <b>PUBLIC-5</b><br>Rebecca Sluss | Asked if apartment housing would be subsidized   | Method of delivering affordable housing is not specified in the General Plan, but may be treated under the short-term, compliance Housing Element.  |
|                                  | Asked how increasing sewage infrastructure might affect current developments north of the golf course.               | This EIR does not analyze the effects of development on any one specific area of Weed, rather City-wide implementation of the General Plan. Therefore, the specific impact of increased sewage infrastructure   |

|  |  |   |
|--|--|---|
|  |  | north of the golf course is outside the scope of this EIR. However, when analyzed on a City-wide scale, buildout of the proposed Plan would result in potentially significant impacts with regards to requiring new or expanded wastewater treatment facilities as discussed in UTIL-3.   |
|  | Asked if the golf course is going to be consulted on development in North Weed.  | All residents of the City invited to be part of the planning process including golf course. Development is proposed for vacant land in vicinity of golf course, not on course itself. When necessary, consultation with the Weed Golf Course would be determined on a project-specific scale and is outside the scope of this EIR                               |
|  | Stated that she wants sign height limits decreased and light pollution mitigated.  | See response under PUBLIC-3   |
|  | Expressed that she wants design consistency between buildings, especially in downtown.                                       | Design consistency is generally regulated through City ordinance and is outside the scope of this EIR. However, policies and programs in the proposed Plan seek to create a sense of place in Weed through architectural compatibility. The City should establish such guidelines as implementation tool under the Community Design Element of the General Plan |
|  | Expressed concern about air quality, especially in regards to the proposed Loves truck stop, and wants idling laws enforced. | Agreed with promulgation and enforcement of idling laws. Section 4.3 of this EIR analyzes impacts of the proposed Weed 2040 General Plan with regards to Air Quality. Through analysis, impacts to air  |

|  |   |   |
|--|---|---|
|  |   | <p>quality as a result of implementation of the proposed Plan were found to be less-than-significant. The proposed Love's truck stop falls outside the scope of this EIR and would be subject to its own environmental review process</p>       |
|  | <p>Expressed concern about the recycling options in the City.</p>   | <p>Agreed that the County needs to do more. Although recycling is not specifically mentioned in the CEQA Guidelines, UTIL-6 determines that there will be less-than-significant impacts on landfill facilities that serve the City of Weed.</p> |
|  | <p>Expressed concern with human trafficking along I-5, particularly child safety with the new Loves truck stop.</p> | <p>Public safety issues not associated with environmental factors are outside the scope of this EIR. Suggest public awareness campaign for vigilance under the Safety Element.</p>  |

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## E. PUBLIC OUTREACH

### Introduction

Public Outreach for both Plan preparation and the EIR process took multiple forms. The multiple channels of communication used include:

- Community Plan Website  
(<http://plancityofweed.wixsite.com/plancityofweed/the-team>)
- Community Plan Facebook Page (<https://www.facebook.com/plancityofweed>)
- Email announcements
- Telephone calls
- Newspaper announcements
- Printed Fliers
- Water Bill inserts
- Field interactions (referred to as the Plan Van)

The General Plan's Background Report (Volume 1) and Plan Development Chapters (in Volume 2) include detailed documentation of Public Outreach during preparation of the Plan. Here is a summary list of public meetings and other outreach events:

1. Four public meetings and related other outreach activities during plan preparation.

#### Meeting 1: **Focus Groups**

*Formal Meeting* at 550 Main Street, City Hall

Saturday, October 10, 2015, 9AM-12PM

20 community members attended the meeting including City staff

*"Plan Van"* outreach on Saturday, October 10, 2015, 2PM-5PM:

(a) Ray's Food Place, 175 N Weed Blvd, Weed, CA 96094

(b) College of the Siskiyou campus

(c) Community Parks (Bel Air Park near College of the Siskiyou, Sons Park and Lobis Field in School House Hill, Charlie Byrd Park in Angel Valley, and Carrick Park to the City's north)

(d) Local Churches on Sunday, October 11, 2015, 7AM-1PM

#### Meeting 2: **Visioning with Issues and Opportunities**

*Formal Meeting* at 550 Main Street, City Hall

Saturday, November 7, 2015, 9AM-12PM

35 community members attended the meeting including City staff

“Plan Van” events on Saturday, November 7, 2015, 2PM-5PM:

(a) Ray's Food Place, 175 N Weed Blvd, Weed, CA 96094

(b) College of the Siskiyou campus

(c) Community Parks

(d) Local Churches on Sunday, November 7, 2015, 7AM-1PM

**Meeting 3: Presentation of Growth Scenarios**

*Formal Meeting* at 550 Main Street, City Hall

Saturday, February 20, 2016, 9AM-12PM

25 community members attended the meeting in addition to City staff

“Plan Van” events on Saturday, February 20, 2015, 2PM-5PM:

(a) Ray's Food Place, 175 N Weed Blvd, Weed, CA 96094

(b) College of the Siskiyou campus

(c) Community Parks

(d) Local Churches on Sunday, November 7, 2015, 7AM-1PM

**Meeting 4: Presentation of Preferred Growth Scenario**

*Formal Meeting* at 550 Main Street, City Hall

Saturday, March 12, 2016, 9AM-12PM

15 community members attended the meeting in addition to City staff

**2. Tribal Consultations**

- a. Karuk Tribe
  - b. Pit River Tribe
  - c. Quartz Valley Indian Community
  - d. Shasta Nation
  - e. Winnemem Wintu Tribe
  - f. Wintu Tribe
3. A **Notice of Preparation** at the beginning of the EIR process. The notice is included in this appendix.
  4. A **Notice of Completion** at the completion and dissemination of the draft EIR. The Notice is included in this appendix.
  5. One **public meeting on the draft EIR**. The announcement is included in **Notice of Completion**.

Meeting 1: **Focus Groups**



**FOOD PROVIDED**

**CHILDCARE AVAILABLE**

**DATE:**  
Saturday,  
October 10, 2015

**Time:**  
9:00 AM

**Location:**  
City Hall  
550 Main Street

The General Plan is the roadmap to guide future development of the City. The October meeting is intended to inform the community on project goals, gather input on priorities for Weed and discuss ongoing opportunities for participation.

For more information please visit:  
[plancityofweed.wix.com/plancityofweed](http://plancityofweed.wix.com/plancityofweed)  
Email questions to:  
[plancityofweed@gmail.com](mailto:plancityofweed@gmail.com)  
Or call:  
(530) 938-5020



Meeting 2: **Visioning with Issues and Opportunities**

**CITY OF WEED**  
**General Plan**

We need your input for the future of the City



**LUNCH  
PROVIDED**

**CHILDCARE  
AVAILABLE**

**DATE:**  
Saturday,  
November 7, 2015

**Time:**  
10:00 AM - 12:05 PM

**Location:**  
City Hall  
550 Main Street

The General Plan is the roadmap to guide future development of the City. The second meeting, November 7th, is to gather your preferences toward a future vision for the City of Weed.

For more information please visit:  
[plancityofweed.wix.com/plancityofweed](http://plancityofweed.wix.com/plancityofweed)  
Visit our Facebook page:  
[facebook.com/plancityofweed](https://facebook.com/plancityofweed)  
Email questions to:  
[plancityofweed@gmail.com](mailto:plancityofweed@gmail.com)  
Or call:  
(530) 938-5020



Meeting 3: **Presentation of Growth Scenarios**

**CITY OF WEED**  
**General Plan**

We need your input for the future of Weed



**LUNCH PROVIDED**

**CHILDCARE AVAILABLE**

**Date:**

Saturday  
February 20, 2016

**Time:**

10:00 AM - 12:00 PM

**Location:**

City Hall  
550 Main Street

The General Plan is the roadmap to guide future development of the City. The third meeting, February 20th, is intended to gather your comments on alternative future plans for the growth of the City of Weed.

For more information please visit:  
[plancityofweed.wix.com/plancityofweed](http://plancityofweed.wix.com/plancityofweed)  
Visit our Facebook page:  
[facebook.com/plancityofweed](https://facebook.com/plancityofweed)  
Email questions to:  
[plancityofweed@gmail.com](mailto:plancityofweed@gmail.com)  
Or call:  
(530) 938-5020



Meeting 4: **Presentation of Preferred Growth Scenario**

**CITY OF WEED**  
**General Plan**

We need your input for the future of Weed



**LUNCH  
PROVIDED**

**CHILDCARE  
AVAILABLE**

**Date:**

Saturday  
March 12, 2016

**Time:**

10:00 AM - 12:00 PM

**Location:**

City Hall  
550 Main Street

The General Plan is the roadmap to guide future development of the City. The fourth meeting, March 12th, is intended to review and verify that the Preferred Plan for the future of Weed adequately captures the vision and aspirations of residents.

For more information please visit:  
[plancityofweed.wix.com/plancityofweed](http://plancityofweed.wix.com/plancityofweed)  
Visit our Facebook page:  
[facebook.com/plancityofweed](https://facebook.com/plancityofweed)  
Email questions to:  
[plancityofweed@gmail.com](mailto:plancityofweed@gmail.com)  
Or call:  
(530) 938-5020



**Tribal Consultation: Letter to Karuk Tribe**

## City of Weed

550 Main Street  
P. O. Box 470  
Weed, CA 96094

(530) 938-5020  
(530) 938-5096 (FAX)

November 23, 2016

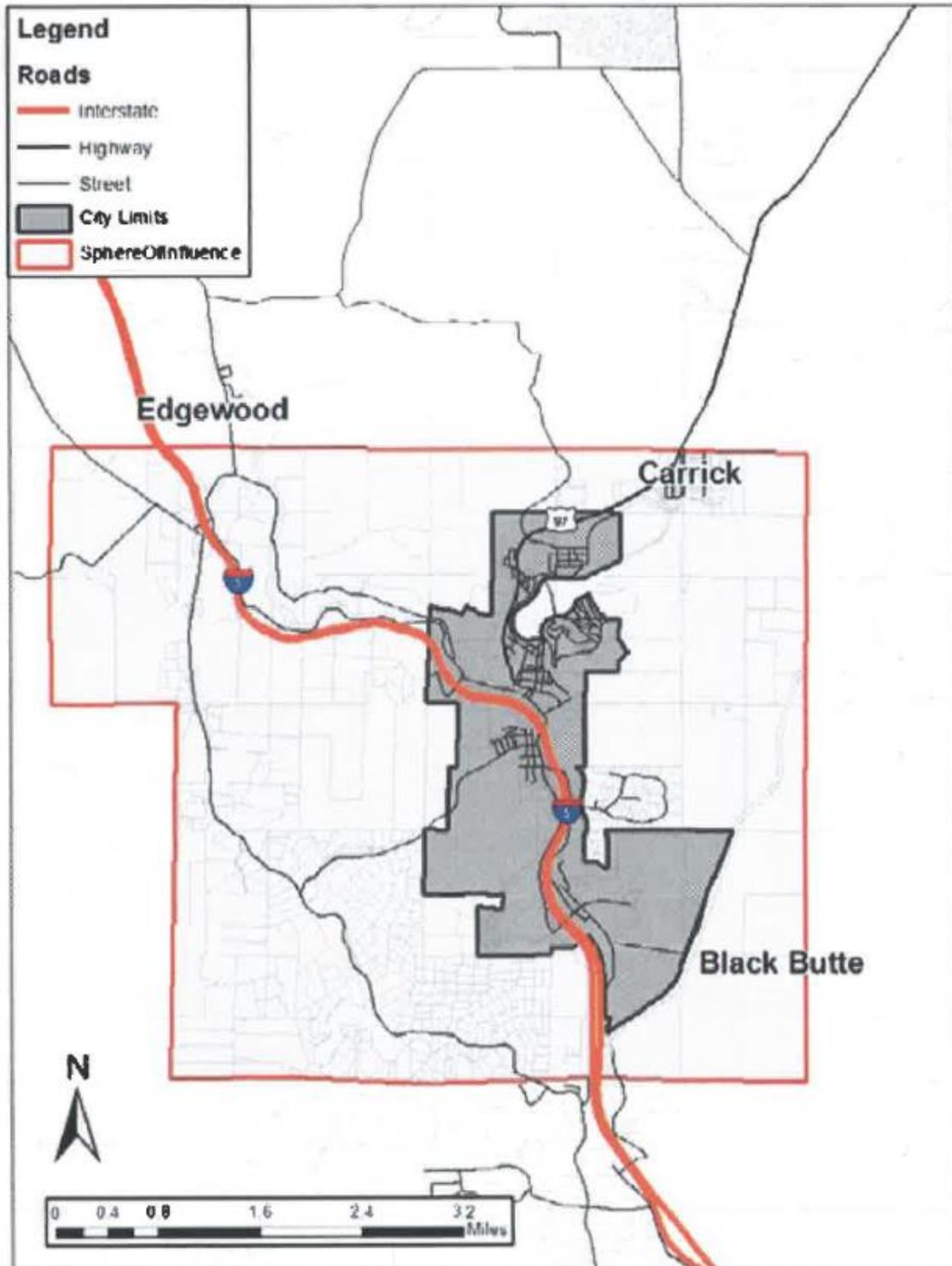
Alex R. Watts-Tobin, Ph.D.  
THPO-Archaeologist  
The Karuk Tribe's Department of Natural Resources  
39051 Hwy 96, P. O. Box 282  
Orleans, CA 95556

Dear Dr. Watts-Tobin,

In accordance with the State of California Tribal Consultation Guidelines and Government Code §65352.3, this letter officially invites the Karuk Tribe to participate in consultation regarding the City of Weed 2040 General Plan update. Consultation is intended to ensure that California Native American tribes are given an opportunity to participate in local land use decisions at an early planning stage for the purpose of protecting or mitigating impacts to cultural places and also allows for consideration of cultural places in the context of broad local land use policy before individual, site-specific, project-level land use decisions are made.

The General Plan represents the official adopted goals, objectives, policies, and programs of the City of Weed. A map of the area, including the proposed City Limits, Sphere of Influence, and Area of Concern is attached (and more detailed maps can be provided upon request). The General Plan is central to the local planning process because it employs public policy, derived from citizen participation, to shape the future development of the community. General Plans are required by law to be updated every 10-15 years, and the last City of Weed General Plan went into effect in 1982, so 2014 marked the 32-year mark. The City of Weed 2040 General Plan was produced for the City of Weed as part of the Weed General Plan Update project by the 2014 Community and Regional Planning Studio class of the Master of City and Regional Planning Program at the California Polytechnic State University, San Luis Obispo, California. The draft is under review by the Planning Commission and City Council and an environmental impact report, which includes an examination of cultural resources, will now be prepared for the document. A copy of the Draft General Plan can be obtained at City Hall or on the web at <http://weedca.govoffice3.com/index.asp?SEC=96DF65B4->





**City of Weed Sphere of Influence Map**

## Tribal Consultation: Letter to Pit River Tribe



# City of Weed

550 Main Street  
P. O. Box 470  
Weed, CA 96094

(530) 938-5020  
(530) 938-5096 (FAX)

November 28, 2016

Pit River Tribe of California  
Mickey Gemmill, Jr., Chairperson  
36970 Park Ave.  
Burney, CA 96013

Dear Mr. Gemmill, Jr.,

In accordance with the State of California Tribal Consultation Guidelines and Government Code §65352.3, this letter officially invites the Pit River Tribe to participate in consultation regarding the City of Weed 2040 General Plan update. Consultation is intended to ensure that California Native American tribes are given an opportunity to participate in local land use decisions at an early planning stage for the purpose of protecting or mitigating impacts to cultural places and also allows for consideration of cultural places in the context of broad local land use policy before individual, site-specific, project-level land use decisions are made.

The General Plan represents the official adopted goals, objectives, policies, and programs of the City of Weed. A map of the area, including the proposed City Limits, Sphere of Influence, and Area of Concern is attached (and more detailed maps can be provided upon request). The General Plan is central to the local planning process because it employs public policy, derived from citizen participation, to shape the future development of the community. General Plans are required by law to be updated every 10-15 years, and the last City of Weed General Plan went into effect in 1982, so 2014 marked the 32-year mark. The City of Weed 2040 General Plan was produced for the City of Weed as part of the Weed General Plan Update project by the 2014 Community and Regional Planning Studio class of the Master of City and Regional Planning Program at the California Polytechnic State University, San Luis Obispo, California. The draft is under review by the Planning Commission and City Council and an environmental impact report, which includes an examination of cultural resources, will

now be prepared for the document. A copy of the Draft General Plan can be obtained at City Hall or on the web at [http://weedca.govoffice3.com/index.asp?SEC=96DE65B4-54BD-4A8B-BD8A-B0C6251EE7F0&DE=5E393148-0717-49E9-A726-920AA98500C5&Type=B\\_PR](http://weedca.govoffice3.com/index.asp?SEC=96DE65B4-54BD-4A8B-BD8A-B0C6251EE7F0&DE=5E393148-0717-49E9-A726-920AA98500C5&Type=B_PR)

Upon receipt of this letter, the Pit River Tribe has 90 days to respond with a request for consultation which, if received on December 15<sup>th</sup>, 2016, would be March 24<sup>th</sup>, 2016. Please send the request to the City Manager, Ron Stock, at the address below:

Ron Stock  
City Manager  
City of Weed  
P.O. Box 470  
Weed, CA 96094

Technical reports, such as cultural resource and archaeological reports will be available later on in the Environmental Impact Report process.

Sincerely,

Ron Stock  
City Manager

Enclosure: Area of Influence Map

## Tribal Consultation: Letter to Quartz Valley Indian Community



# City of Weed

550 Main Street  
P. O. Box 470  
Weed, CA 96094

(530) 938-5020  
(530) 938-5096 (FAX)

November 28, 2016

Quartz Valley Indian Community  
Harold Bennett, Chairperson  
13601 Quartz Valley Road  
Fort Jones, CA 96032

Dear Mr. Bennett,

In accordance with the State of California Tribal Consultation Guidelines and Government Code §65352.3, this letter officially invites the Quartz Valley Indian Community to participate in consultation regarding the City of Weed 2040 General Plan update. Consultation is intended to ensure that California Native American tribes are given an opportunity to participate in local land use decisions at an early planning stage for the purpose of protecting or mitigating impacts to cultural places and also allows for consideration of cultural places in the context of broad local land use policy before individual, site-specific, project-level land use decisions are made.

The General Plan represents the official adopted goals, objectives, policies, and programs of the City of Weed. A map of the area, including the proposed City Limits, Sphere of Influence, and Area of Concern is attached (and more detailed maps can be provided upon request). The General Plan is central to the local planning process because it employs public policy, derived from citizen participation, to shape the future development of the community. General Plans are required by law to be updated every 10-15 years, and the last City of Weed General Plan went into effect in 1982, so 2014 marked the 32-year mark. The City of Weed 2040 General Plan was produced for the City of Weed as part of the Weed General Plan Update project by the 2014 Community and Regional Planning Studio class of the Master of City and Regional Planning Program at the California Polytechnic State University, San Luis Obispo, California. The draft is under review by the Planning Commission and City Council and an environmental impact report, which includes an examination of cultural resources, will

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Upon receipt of this letter, the Community has 90 days to respond with a request for consultation which, if received on December 15<sup>th</sup>, 2016, would be March 24<sup>th</sup>, 2016. Please send the request to the City Manager, Ron Stock, at the address below:

Ron Stock  
City Manager  
City of Weed  
P.O. Box 470  
Weed, CA 96094

Technical reports, such as cultural resource and archaeological reports will be available later on in the Environmental Impact Report process.

Sincerely,

Ron Stock  
City Manager

Enclosure: Area of Influence Map

**Tribal Consultation: Letter to Shasta Nation**



# City of Weed

550 Main Street  
P. O. Box 470  
Weed, CA 96094

(530) 938-5020  
(530) 938-5096 (FAX)

November 28, 2016

Shasta Nation  
Roy V. Hall, Jr., Chairperson  
P. O. Box 1054  
Yreka, CA 96097

Dear Mr. Hall, Jr.,

In accordance with the State of California Tribal Consultation Guidelines and Government Code §65352.3, this letter officially invites the Shasta Nation to participate in consultation regarding the City of Weed 2040 General Plan update. Consultation is intended to ensure that California Native American tribes are given an opportunity to participate in local land use decisions at an early planning stage for the purpose of protecting or mitigating impacts to cultural places and also allows for consideration of cultural places in the context of broad local land use policy before individual, site-specific, project-level land use decisions are made.

The General Plan represents the official adopted goals, objectives, policies, and programs of the City of Weed. A map of the area, including the proposed City Limits, Sphere of Influence, and Area of Concern is attached (and more detailed maps can be provided upon request). The General Plan is central to the local planning process because it employs public policy, derived from citizen participation, to shape the future development of the community. General Plans are required by law to be updated every 10-15 years, and the last City of Weed General Plan went into effect in 1982, so 2014 marked the 32-year mark. The City of Weed 2040 General Plan was produced for the City of Weed as part of the Weed General Plan Update project by the 2014 Community and Regional Planning Studio class of the Master of City and Regional Planning Program at the California Polytechnic State University, San Luis Obispo, California. The draft is under review by the Planning Commission and City Council and an environmental impact report, which includes an examination of cultural resources, will

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Upon receipt of this letter, the Shasta Nation has 90 days to respond with a request for consultation which, if received on December 15<sup>th</sup>, 2016, would be March 24<sup>th</sup>, 2016. Please send the request to the City Manager, Ron Stock, at the address below:

Ron Stock  
City Manager  
City of Weed  
P.O. Box 470  
Weed, CA 96094

Technical reports, such as cultural resource and archaeological reports will be available later on in the Environmental Impact Report process.

Sincerely,

Ron Stock  
City Manager

Enclosure: Area of Influence Map

## Tribal Consultation: Letter to Winnemem Wintu Tribe



# City of Weed

550 Main Street  
P. O. Box 470  
Weed, CA 96094

(530) 938-5020  
(530) 938-5096 (FAX)

November 28, 2016

Winnemem Wintu Tribe  
Caleen Sisk-Franco, Tribal Chair  
14840 Bear Mountain Road  
Redding, CA 96003

Dear Ms. Sisk-Franco,

In accordance with the State of California Tribal Consultation Guidelines and Government Code §65352.3, this letter officially invites the Wintu Tribe to participate in consultation regarding the City of Weed 2040 General Plan update. Consultation is intended to ensure that California Native American tribes are given an opportunity to participate in local land use decisions at an early planning stage for the purpose of protecting or mitigating impacts to cultural places and also allows for consideration of cultural places in the context of broad local land use policy before individual, site-specific, project-level land use decisions are made.

The General Plan represents the official adopted goals, objectives, policies, and programs of the City of Weed. A map of the area, including the proposed City Limits, Sphere of Influence, and Area of Concern is attached (and more detailed maps can be provided upon request). The General Plan is central to the local planning process because it employs public policy, derived from citizen participation, to shape the future development of the community. General Plans are required by law to be updated every 10-15 years, and the last City of Weed General Plan went into effect in 1982, so 2014 marked the 32-year mark. The City of Weed 2040 General Plan was produced for the City of Weed as part of the Weed General Plan Update project by the 2014 Community and Regional Planning Studio class of the Master of City and Regional Planning Program at the California Polytechnic State University, San Luis Obispo, California. The draft is under review by the Planning Commission and City Council and an environmental impact report, which includes an examination of cultural resources, will

now be prepared for the document. A copy of the Draft General Plan can be obtained at City Hall or on the web at [http://weedca.govoffice3.com/index.asp?SEC=96DE65B4-54BD-4A8B-BD8A-B0C6251EE7F0&DE=5E393148-0717-49E9-A726-920AA98500C5&Type=B\\_PR](http://weedca.govoffice3.com/index.asp?SEC=96DE65B4-54BD-4A8B-BD8A-B0C6251EE7F0&DE=5E393148-0717-49E9-A726-920AA98500C5&Type=B_PR)

Upon receipt of this letter, the Wintu Tribe has 90 days to respond with a request for consultation which, if received on December 15<sup>th</sup>, 2016, would be March 24<sup>th</sup>, 2016. Please send the request to the City Manager, Ron Stock, at the address below:

Ron Stock  
City Manager  
City of Weed  
P.O. Box 470  
Weed, CA 96094

Technical reports, such as cultural resource and archaeological reports, will be available later on in the Environmental Impact Report process.

Sincerely,

Ron Stock  
City Manager

Enclosure: Area of Influence Map

## Tribal Consultation: Letter to Wintu Tribe



# City of Weed

550 Main Street  
P. O. Box 470  
Weed, CA 96094

(530) 938-5020  
(530) 938-5096 (FAX)

November 28, 2016

Wintu Tribe of Northern California  
Kelli Hayward  
P. O. Box 995  
Shasta Lake, CA 96019

Dear Ms. Hayward,

In accordance with the State of California Tribal Consultation Guidelines and Government Code §65352.3, this letter officially invites the Wintu Tribe to participate in consultation regarding the City of Weed 2040 General Plan update. Consultation is intended to ensure that California Native American tribes are given an opportunity to participate in local land use decisions at an early planning stage for the purpose of protecting or mitigating impacts to cultural places and also allows for consideration of cultural places in the context of broad local land use policy before individual, site-specific, project-level land use decisions are made.

The General Plan represents the official adopted goals, objectives, policies, and programs of the City of Weed. A map of the area, including the proposed City Limits, Sphere of Influence, and Area of Concern is attached (and more detailed maps can be provided upon request). The General Plan is central to the local planning process because it employs public policy, derived from citizen participation, to shape the future development of the community. General Plans are required by law to be updated every 10-15 years, and the last City of Weed General Plan went into effect in 1982, so 2014 marked the 32-year mark. The City of Weed 2040 General Plan was produced for the City of Weed as part of the Weed General Plan Update project by the 2014 Community and Regional Planning Studio class of the Master of City and Regional Planning Program at the California Polytechnic State University, San Luis Obispo, California. The draft is under review by the Planning Commission and City Council and an environmental impact report, which includes an examination of cultural resources, will

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Upon receipt of this letter, the Wintu Tribe has 90 days to respond with a request for consultation which, if received on December 15<sup>th</sup>, 2016, would be March 24<sup>th</sup>, 2016. Please send the request to the City Manager, Ron Stock, at the address below:

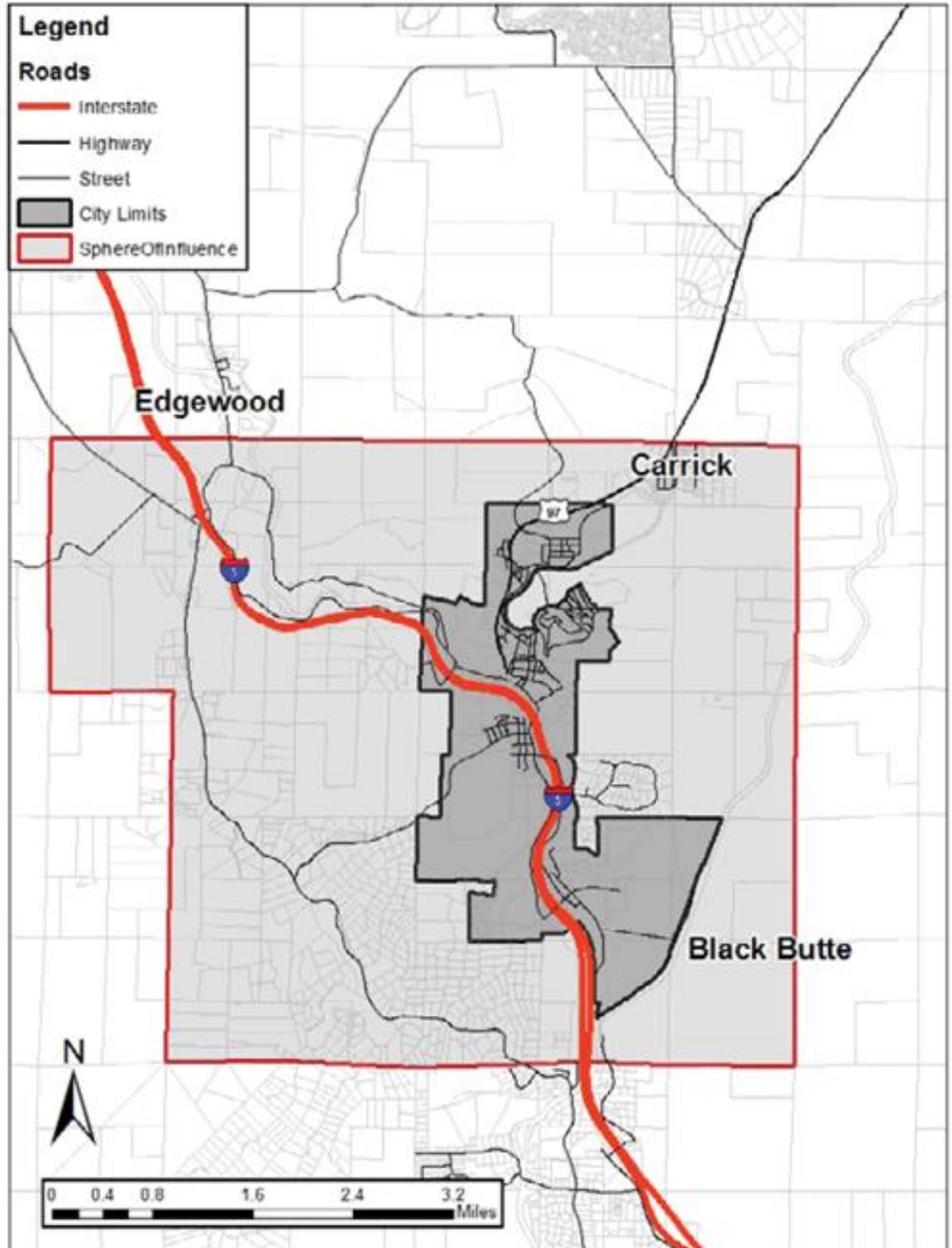
Ron Stock  
City Manager  
City of Weed  
P.O. Box 470  
Weed, CA 96094

Technical reports, such as cultural resource and archaeological reports, will be available later on in the Environmental Impact Report process.

Sincerely,

Ron Stock  
City Manager

Enclosure: Area of Influence Map



City of Weed Sphere of Influence Map

## Notice of Preparation for EIR



City of Weed

(530) 938-5020

550 Main Street

P. O. Box 470

Weed, CA 96094

(530) 938-5096 (FAX)

---

# **NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT**

**TO:** Responsible Agencies, Trustee  
Agencies, and Interested Parties

**FROM:** City of Weed

November 28, 2016

**Subject:** Notice of Preparation of an Environmental Impact Report

**Project Title:** 2040 General Plan for the City of Weed

**Lead Agency:** City of Weed, CA

**Project Location:** City of Weed, CA

## Introduction

The California Environmental Quality Act (CEQA) is a statute that requires state and local agencies to identify the potential environmental impacts of a project and to avoid or mitigate those impacts, if feasible. A public agency must comply with CEQA when it undertakes an activity defined by CEQA as a "project," such as a General Plan Update. The City of Weed will be the lead agency and will prepare an environmental impact report for the Weed General Plan.

Pursuant to CEQA, the 2040 Weed General Plan's Environmental Impact Report (EIR) will identify potential environmental impacts and feasible measures to mitigate those impacts. The preparation of an EIR includes specific time periods for public notice and comment.

We are requesting the assistance of your agency in defining the scope and content of the environmental information which is relevant to your agency's statutory responsibilities in connection with the proposed project. Responses shall identify, at a minimum: (1) the significant

environmental issues and reasonable alternatives and mitigation measures that the responsible or trustee agency, or the Office of Planning and Research, will need to have explored in the draft EIR; and (2) whether your agency will be a responsible agency or trustee agency for the project. A generalized list of concerns not related to the specific project shall not meet the requirements for a response. The project description, location, and potential environmental effects are listed in the following sections.

Due to the time limits mandated by State law, your response must be sent as early as possible, but not later than 30 days after receipt of this notice. If your agency fails by the end of the 30-day period to provide the lead agency with either a response to the notice or a well-justified request for additional time, the lead agency may presume that your agency does not have a response to make. Please send your response to:

Ron Stock  
City Manager  
City of Weed  
P.O. Box 490  
Weed, CA 96094

Or by email to: [stock@ci.weed.ca.us](mailto:stock@ci.weed.ca.us)

A copy of the Draft 2040 General Plan can be found at:  
[http://weedca.govoffice3.com/index.asp?SEC=96DE65B4-54BD-4A8B-BD8A-B0C6251EE7F0&DE=5E393148-0717-49E9-A726-920AA98500C5&Type=B\\_PR](http://weedca.govoffice3.com/index.asp?SEC=96DE65B4-54BD-4A8B-BD8A-B0C6251EE7F0&DE=5E393148-0717-49E9-A726-920AA98500C5&Type=B_PR)

## Environmental Setting

### Project Location

The City of Weed is a small, mountain town located in Siskiyou County about nine miles north of Mount Shasta. Weed is roughly 70 miles from Redding, CA and about 50 miles south of the Oregon/California border, as shown on Figure 1. The City is approximately five square miles within a sphere of influence of about 28 square miles. Figure 2 shows that Interstate 5 bisects the City from north to south. Interstate 5 is a major connector between Oregon and California. US Route 97 (US 97) intersects I-5 in central Weed providing additional connectivity with other major destinations in Oregon to the north.

### Project Boundaries & Limits

The City of Weed does not border any other cities; however, unincorporated communities, open space, and Black Butte border it. The unincorporated communities to the north are Edgewood and Carrick. To the west are homes outside of the city limits, which are not a part of an identified incorporated community. The Shasta-Trinity National Forest is located to the City's east, and contains Black Butte, which is also part of the Shasta-Trinity National Forest that is considered federally protected land. About nine miles South of Weed is the City of Mount Shasta.

### City Limits

Weed's city limit is comprised of land uses that are controlled by the City (OPR, 2003). The city limit encompasses an area of about 3,077 acres or 4.8 square miles. Land uses within the city limit include residential, commercial, circulation, industrial, open space, public facilities, and vacant land. Figure 2 shows the City's incorporated limits.

### Sphere of Influence

A city's SOI is adopted by the Local Agency Formation Commission (LAFCO), and includes incorporated land and unincorporated territory that services the City (OPR, 2003). The City of Weed's SOI includes approximately 28 square miles of land. Unincorporated areas surrounding Weed include Edgewood, Carrick, and Black Butte. Figure 2 shows that the City's Sphere of Influence (SOI) extends well beyond the city limits in most directions.

The SOI contains valleys, rolling, moderate and steep hillsides (20 to 60 percent), alluvial plains, hilltops, ridgelines, and flowing creeks. Existing land uses and structures in Weed's SOI range from open space, agriculture uses, animal grazing, and single-family residences, to industrial and manufacturing land uses. In addition, the SOI holds transmissions lines and oil and gas pipeline easements.

### Planning Area

A city's planning area boundary includes incorporated and unincorporated territory bearing relation to the City's planning. The planning area may extend beyond the SOI (OPR, 2003). In Weed's case, the planning area does not extend past the city limits; however, areas outside the city limits are addressed only in the case of concepts pending future evaluations of appropriate land uses for annexations. Land outside the city limits is also addressed as it pertains to access and connectivity of goods and services to city residents.

**Figure 1: Location of the City of Weed**

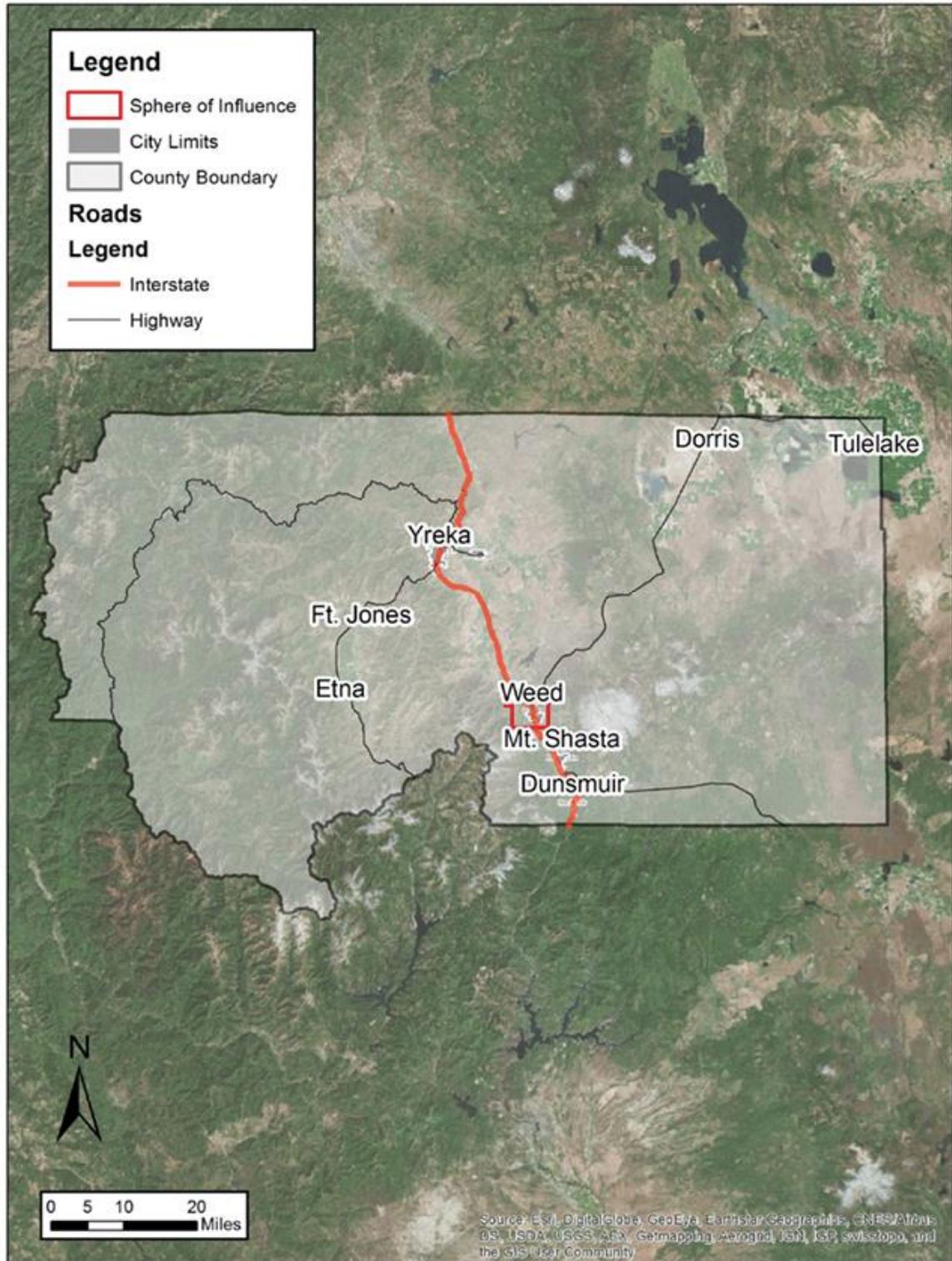
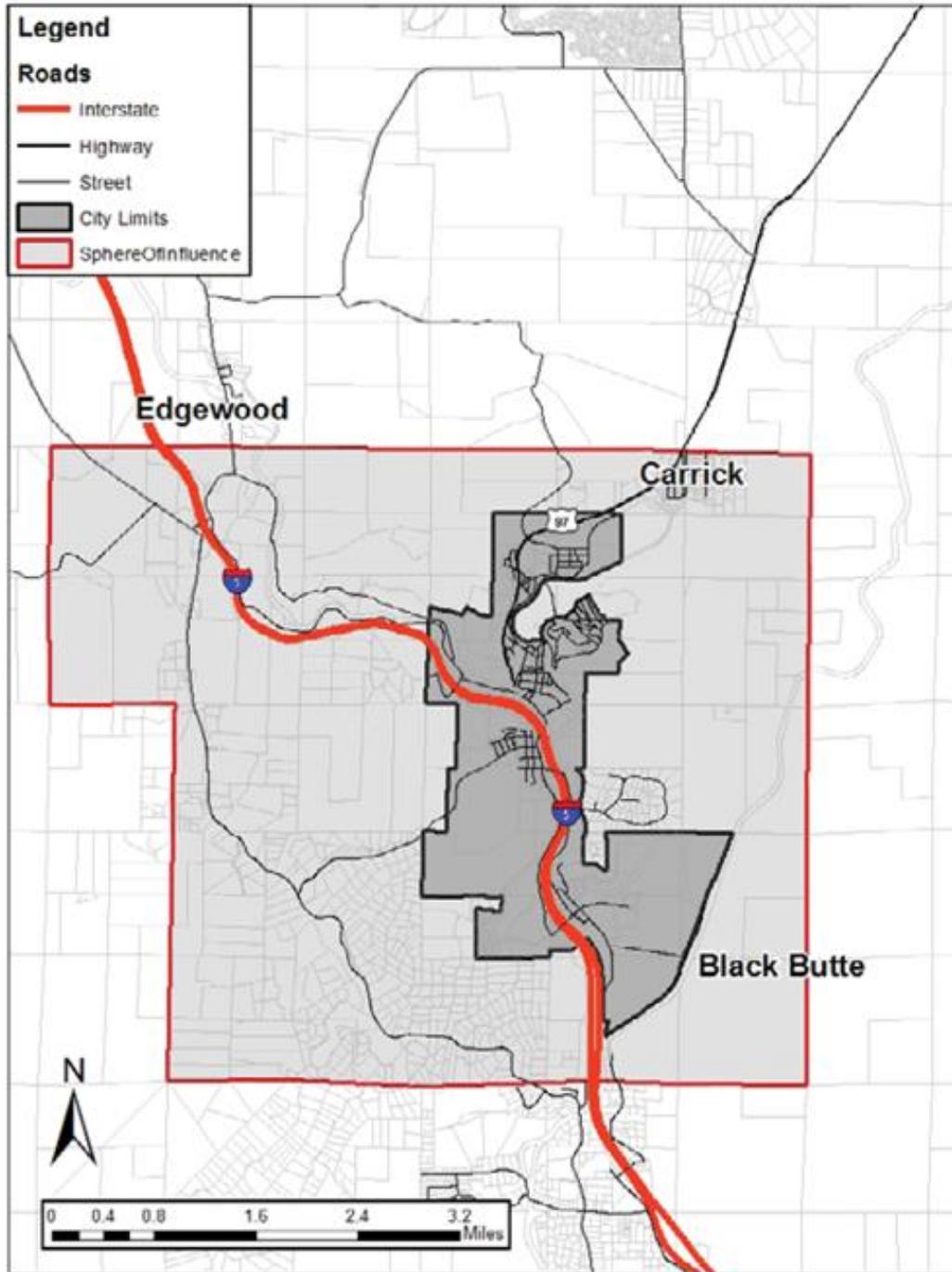


Figure 2: Map of the City of Weed



City of Weed Sphere of Influence Map

## Project Description

The proposed project is a comprehensive update and replacement of the City's General Plan adopted in 1982. California law requires cities and counties to adopt a General Plan to guide future development. The General Plan is the foundation upon which all land use decisions are to be based. The Draft Weed General Plan accommodates new housing and jobs in anticipation of population growth in the County and the region through the year 2040. The General Plan includes the following elements:

- Land Use
- Circulation
- Conservation
- Open Space and Recreation
- Noise
- Safety
- Air Quality
- Economic Development
- Public Facilities & Service
- Community Design
- Health
- Housing

The EIR to be prepared for the proposed General Plan is a "Program EIR." According to the CEQA Handbook Article 11 Section 15168: A program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:

- 1) Geographically;
- 2) As logical parts in the chain of contemplated actions;
- 3) In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or
- 4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

Thus, a program level EIR evaluates the implications of environmental effects resulting from the adoption of a planning document, such as a general plan, which provides direction for long-term visioning and broad community goals. A program level EIR does not examine the specific impacts resulting from individual projects which may be proposed as a result of adopting the 2040 General Plan. Additional environmental review pursuant to CEQA guidelines may be required for site-specific projects, such as those requiring discretionary approval. Such environmental review may be in the form of initial studies, negative declarations, mitigated negative declarations, or the preparation of a project-level EIR.

## Project Objectives

The 2040 Weed General Plan is intended to represent the general expectations and wishes of its residents and decision-makers concerning future land use patterns and resource management. The Plan seeks to provide a variety of residential densities, mixed-use areas, a diverse economic base, and improved connections throughout the City. This vision is reflected throughout the General Plan. The plan continues to provide that new housing and commercial enterprises are generally directed to areas that are suitable for development or are already developed. The 2040 General Plan ensures that important land use decisions are scrutinized for their potential to affect the quality of life and the environment. Implementation of the General Plan requires a balance between potentially competing interests. It is expected that future decision-makers will need to wrestle with potential trade-offs and compromises, such as maintaining a balance of housing choices, stimulating a growing economy, and protecting the natural environment. The General Plan provides the policy guidance needed to assist future decision-makers in evaluating these tradeoffs and striking a desirable balance. The purpose of community goals represented in the Draft General Plan can be summarized with the following key objectives:

- Provide a legal and comprehensive General Plan that reflects an updated vision for the City’s future and acts as a “constitution” for future development and land use decisions
- Provide an adequate supply of housing options for current and future residents including workforce housing and moderate-income housing
- Develop incentives to encourage economic development including the development of vacant and underutilized commercial parcels to generate new job growth
- Accommodate future population growth with an emphasis on concentrating new development within six key growth areas while leaving the natural landscape open for passive and active recreational use as well as agriculture.
- Promote infill and redevelopment of residential and commercial areas to reduce auto-dependency, increase job to housing balance, and foster sense of community
- Improve local transportation infrastructure and facilitate the paving of sidewalks to improve aesthetic appeal and walkability of public areas and residential neighborhoods
- Address other issues of concern to the community such as the needs of an increasingly aging population and the effects of global climate change.

## Probable Environmental Effects

The Draft EIR will address the short-term and long-term effects of the 2040 Weed General Plan on the environment. Mitigation measures will be proposed for those impacts that are determined to be significant. A mitigation monitoring program will also be developed as required by Section 15150 of the CEQA Guidelines.

Please review the following list, and provide written comments as to any potential impacts that may be missing. Written comments received during the comment period will be considered when preparing the Draft EIR. It is probable that some or all of the following environmental effects could occur from the implementation of the preferred scenario of the General Plan:

1. Aesthetics

2. Agricultural Resources
3. Air Quality
4. Biological Resources
5. Cultural Resources
6. Geology and Soils
7. Greenhouse Gas (GHG) Emissions
8. Hazards and Hazardous Materials
9. Hydrology and Water Quality
10. Land Use and Planning
11. Mineral Resources
12. Noise
13. Population and Housing
14. Public Services
15. Recreation
16. Transportation and Traffic
17. Utilities, Energy and Service Systems

### Mandatory Findings of Significance

The draft EIR will address the following areas of potential impacts:

- Growth-inducing Impacts
- Cumulative Impacts
- Significant Irreversible Changes

### Alternatives

The Draft EIR will discuss four project alternatives as follows:

1. Slow Growth Scenario
2. Moderate Growth Scenario
3. Aggressive Growth Scenario
4. Preferred Growth Scenario

The preferred growth scenario encapsulates the proposed General Plan.

## Notice of Completion & Notification of Public Meeting on the Draft EIR



# City of Weed

550 Main Street  
P. O. Box 470  
Weed, CA 96094

(530) 938-5020  
(530) 938-5096 (FAX)

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## PUBLIC NOTICE

### Availability of a Draft Environmental Impact Report (Notice of Completion)

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**Date:** May 15<sup>th</sup>, 2017

**To:** Responsible Agencies, Trustee Agencies, and Interested Parties

**From:** City of Weed

**Project Title:** Weed 2040 General Plan

**State Clearinghouse Number:** 2016122001

**Lead Agency:** City of Weed, CA

**Project Location:** City of Weed, CA

**Staff Contact:** City Manager, Ron Stock

**Address:** 550 Main Street, Weed, California 96094

**Email:** [stock@ci.weed.ca.us](mailto:stock@ci.weed.ca.us)

- [Introduction](#)

The California Environmental Quality Act (CEQA) is a statute that requires state and local agencies to identify the potential environmental impacts of a project and to avoid or mitigate those impacts, if feasible. A public agency must comply with CEQA when it undertakes an activity defined by CEQA as a "project," such as a General Plan Update. The City of Weed is the lead agency and has prepared an environmental impact report for the Weed General Plan.

Pursuant to CEQA, the 2040 Weed General Plan's Environmental Impact Report (EIR) identifies potential environmental impacts and feasible measures to mitigate those impacts. The preparation of an EIR includes specific time periods for public notice and comment. We are requesting your input on the DEIR. The project description and location are listed below. Due to the time limits mandated by State law, your response must be sent as early as possible, but not later than 45 days after the DEIR is posted for public availability. Please send your response to:

Ron Stock  
City Manager  
City of Weed  
P.O. Box 490  
Weed, CA 96094

Or by email to: [stock@ci.weed.ca.us](mailto:stock@ci.weed.ca.us)

A copy of the Draft Environmental Impact Report and the City of Weed General Plan can be accessed from the City web site at: <http://weedca.govoffice3.com/>. Printed copies are available for review at City Hall and the Public Library.

- [Project Location](#)

The City of Weed is a small, mountain town located in Siskiyou County about nine miles north of Mount Shasta. Weed is roughly 70 miles from Redding, CA and about 50 miles south of the Oregon/California border, as shown on Figure 1. The City is approximately five square miles within a sphere of influence of about 28 square miles. Figure 2 shows that Interstate 5 bisects the City from north to south. Interstate 5 is a major connector between Oregon and California. US Route 97 (US 97) intersects I-5 in central Weed providing additional connectivity with other major destinations in Oregon to the north.

- [Project Description](#)

The proposed project is a comprehensive update of the City's 1982 General Plan. California law requires cities and counties to adopt a General Plan to guide future development. The General Plan is the foundation upon which all land use decisions are to be based. The Draft Weed General Plan accommodates new housing and jobs in anticipation of population growth in the County and the region through the year 2040. The General Plan includes the following elements: Land Use; Circulation; Conservation, Open Space and Recreation; Noise; Safety; Air Quality; Economic Development; Public Facilities & Services; Community Design; Health; and Housing.

The EIR prepared for the proposed General Plan is a "Program EIR." According to the CEQA Handbook Article 11 Section 15168: A program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:

- 1) Geographically;
- 2) As logical parts in the chain of contemplated actions;
- 3) In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or
- 4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

Thus, a program level EIR evaluates the implications of environmental effects resulting from the adoption of a planning document, such as a general plan, which provides direction for long-term visioning and broad community goals. A program level EIR does not examine the specific impacts resulting from individual projects which may be proposed as a result of adopting the 2040 General Plan. Additional environmental review pursuant to CEQA guidelines may be required for site-specific projects, such as those requiring discretionary approval. Such

environmental review may be in the form of initial studies, negative declarations, mitigated negative declarations, or the preparation of a project-level EIR.

### Public Meeting

A public meeting on this Draft EIR and related matters is scheduled by the City for **June 10, 2017, from 9:30 AM to 11:30 AM in the Weed City Hall at 550 Main Street.**

The purpose of this public meeting is to give citizens and stakeholders an opportunity to comment on the proposed General Plan and associated Draft EIR. Public comments will be accepted from May 15, 2017 to June 30, 2017. Comments received at the public hearing and in writing will be responded to in the Responses to Comments document.

Persons with disabilities or non-English speaking persons who wish to attend the June 10, 2017, public meeting and **need assistance should contact, City Manager, at (530) 938-5020, no later than June 1, 2017.** Every effort will be made to make reasonable accommodations for these persons.

If you are unable to attend the public meeting, you may direct written comments to the City Manager, 550 Main Street, Weed, CA 96094 **or you may telephone (530) 938-5020.** In addition, general information on the 2040 General Plan and Draft EIR is available for your inspection at the above office address between the hours of 8:00 a.m. and 5:00 p.m. Monday through Thursday. This notice is posted in accordance with the provisions of the California Government Code, Title 7, Chapter 65000, as amended.

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## F. MITIGATION MONITORING PROGRAM

### Introduction

#### Mitigation Monitoring Program

| Impact Criteria   | Significance Before Mitigation | Mitigation Measures  | Significance After Mitigation | Timing                  | Responsibility      |
|---|--------------------------------|--|-------------------------------|-------------------------|---------------------|
| <p><b>Definitions:</b></p> <p><b>No Impact (NI):</b> The project does not create an impact in that category</p> <p><b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.</p> <p><b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.</p> <p><b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p> |                                |  |                               |                         |                     |
| <b>AESTHETICS</b>   |                                |  |                               |                         |                     |
| <p><b>AE-1:</b> Would the proposed Plan have a substantial adverse effect on a scenic vista?</p>  | PS                             | <p><b>Mitigation AE-1:</b><br/>The City of Weed shall designate official scenic viewsheds of Mt. Shasta.</p> <p><b>Mitigation AE-1:</b><br/>The City of Weed shall establish building height limits for any new buildings that could potentially obstruct officially designated viewsheds.</p> | LTS                           | Short term<br>(3 years) | Planning Department |
| <b>CULTURAL RESOURCES</b>   |                                |  |                               |                         |                     |
| <p><b>CULT-2:</b> Would the proposed Plan cause a substantial adverse change in significance of an archeological resource as defined in Section 15064.5?</p>  | PS                             | <p><b>Mitigation CULT-2a:</b> If an archeological or paleontological resource is unearthed or otherwise discovered during construction related activities associated with the proposed Plan, all work must be suspended until a qualified archeologist is consulted.</p>                       | PSU                           | Ongoing                 | Planning Department |

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| <p><b>CULT-3:</b> Would the proposed Plan directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</p>  | PS                             | <p><b>CULT – 3a:</b> Implement Mitigation CULT – 2a</p>   | PSU                           | Ongoing     | Planning Department |
| <p><b>CULT-4:</b> Would the proposed Plan disturb any human remains, including those interred outside of formal burial cemeteries?</p>  | PS                             | <p><b>Mitigation CULT-4a:</b> The City of Weed is to implement policy in accordance with California Public Resources Code Chapter 1.75 Section 5097.9 – 5097.991 and Section 7050 of the Health and Safety Code:</p> <p>In the event human remains are discovered during the build-out of the Plan's proposed developments, construction must be stopped, and a qualified coroner must be contacted to determine if the remains are of Native American origin. If the coroner makes this determination, the coroner will contact the Native American Heritage Commission within 24 hours.</p> | PSU                           | Ongoing     | Planning Department |
| <p><b>PUBLIC SERVICES</b></p>   |                                |   |                               |             |                     |
| <p><b>PS-4:</b> Would the proposed Plan result in substantial adverse physical impacts</p>  | PS                             | <p><b>Mitigation PS-4:</b> The City will work with the Weed Parks and Recreation District to create a Parks Master Plan to guide future growth of</p>   | LTS                           | Medium term | Planning Department |

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| 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, to maintain acceptable service ratios, response times or other performance objectives for parks?   |                                | park space in the City. This plan shall include specific guidance on park development and ensure that the WPRD is meeting park space standards for the City's residents.   |                               | (5 years)               |                     |
| <b>TRANSPORTATION</b>   |                                |  |                               |                         |                     |
| <b>TRANS-1:</b> Would build-out of the proposed Plan conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including  | PS                             | <b>Mitigation TRANS-1a:</b> For vehicular LOS: <ul style="list-style-type: none"> <li>• Remove street parking in the eastbound direction of College Avenue from South Weed Boulevard to Oregon Street to make room for a left-turn pocket in the eastbound direction of College Ave;</li> <li>• Remove street parking in the northbound direction of Shastina Drive south of Vista Drive to make room for a left-turn pocket in the northbound direction of Shastina Drive;</li> </ul> | LTS                           | Short Term<br>(3 years) | Planning Department |

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| mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?  |                                | <ul style="list-style-type: none"> <li>• Signalize Vista Dr at Shastina Dr.</li> </ul> <p><b>Mitigation TRANS-1b:</b> For pedestrian LOS:</p> <ul style="list-style-type: none"> <li>• Install High Visibility Crosswalks and Rectangular Rapid Flashing Beacons at South Weed Blvd (US 97) &amp; Boles St;</li> <li>• Remove street parking along US 97 to make room for bulb-outs, or curb extensions, at the crosswalk that spans US 97 at Boles St;</li> <li>• Install High Visibility Crosswalks at Intersection of Vista Dr &amp; Shastina Dr;</li> </ul> <p>Signalize Vista Dr &amp; Shastina Dr.</p> |                               | Short Term<br>(3 years) |                     |
| <b>UTILITIES</b>  |                                |  |                               |                         |                     |
| <b>UTIL-1:</b> Have sufficient <u>water supplies</u> available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?   | PS                             | <p><b>Mitigation UTIL-1:</b> The City shall develop and adopt an Urban Water Management Plan and update the Water Master Plan for adequate water supply and service delivery to meet future demand.</p>  | LTS                           | Short Term<br>(3 years) | Planning Department |

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| <p><b>UTIL-2:</b> Require or result in the construction of <u>new water treatment facilities</u> or expansion of existing facilities, the construction of which could cause significant environmental effects?</p>  | PS                             | <p><b>Mitigation UTIL-2:</b> use Mitigation UTIL-1</p>   | LTS                           | Short Term (3 years) | Planning Department |
| <p><b>UTIL-3:</b> Exceed <u>wastewater treatment requirements</u> of the applicable Regional Water Quality Control Board?</p>   | PS                             | <p><b>Mitigation UTIL-3:</b> The City shall ensure that any increase in capacity in wastewater treatment will meet required permit requirements from the North Coast Regional Water Quality Control Board and ensure compliance with Statewide General Waste Discharge Requirements (WDR Order No. 2006-0003-DWQ).</p> | LTS                           | Ongoing              | Planning Department |
| <p><b>UTIL-4:</b> Require or result in the construction of <u>new wastewater treatment facilities</u> or expansion of existing facilities, the construction of which could cause significant environmental effects?</p>   | PS                             | <p><b>Mitigation UTIL-4:</b> The City of Weed shall permit construction of new water and wastewater treatment facilities or expansion of existing facilities only if funding has been identified for project specific mitigation of impacts related to construction and expansion.</p>                                 | LTS                           | Ongoing              | Planning Department |

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| <p><b>UTIL-5:</b> Result in a determination by the wastewater treatment provider which serves or may serve the Planning Area's projected demand in addition to the provider's existing commitments?</p>   | <p>PS</p>                      | <p><b>Mitigation UTIL-5a:</b> The City of Weed shall adhere to construction, enhancement and expansion outlined in the 2013 Sewer Master Plan to ensure adequate capacity for projected demand as a result of future growth.<br/><br/> <b>Mitigation UTIL-5b:</b> The City of Weed will not issue any new permits for construction until adequate treatment capacity can be demonstrated.</p>   | <p>LTS</p>                    | <p>Ongoing</p> | <p>Planning Department</p> |
| <p><b>UTIL-6:</b> Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</p>  | <p>PS</p>                      | <p><b>Mitigation UTIL-6a:</b> In addition to ensuring orderly and efficient expansion of the storm drainage system, the City of Weed shall require on-site storm water retention for future development to minimize environmental impacts.<br/><br/> <b>Mitigation UTIL-6b:</b> The City of Weed shall develop and implement Low Impact Development policies for implementation during construction or expansion of storm water drainage facilities to minimize environmental effects and runoff.</p> | <p>LTS</p>                    | <p>Ongoing</p> | <p>Planning Department</p> |